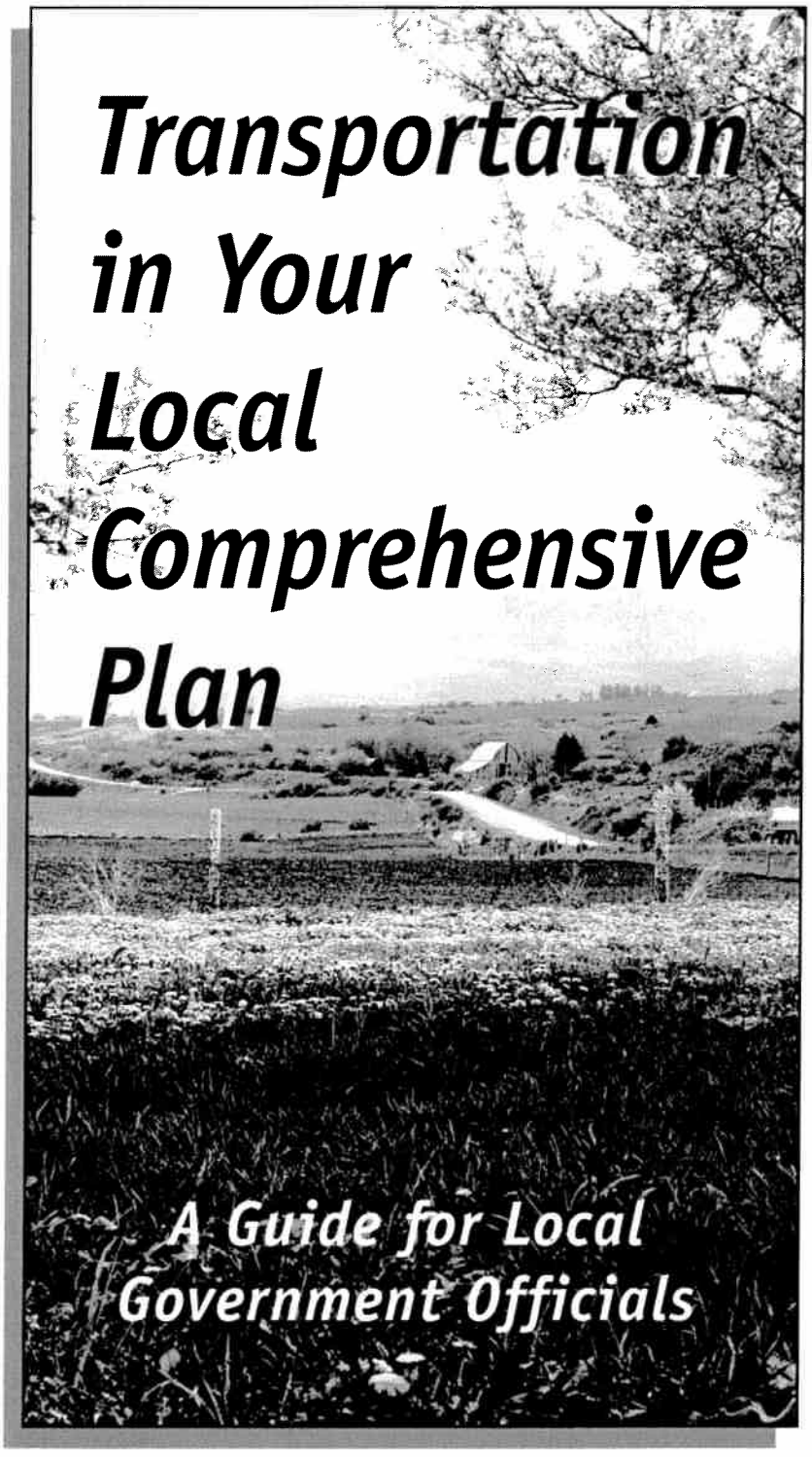


Transportation in Your Local Comprehensive Plan

A Guide for Local Government Officials

IDAHO TRANSPORTATION DEPARTMENT

IAC™ IDAHO ASSOCIATION OF COUNTIES

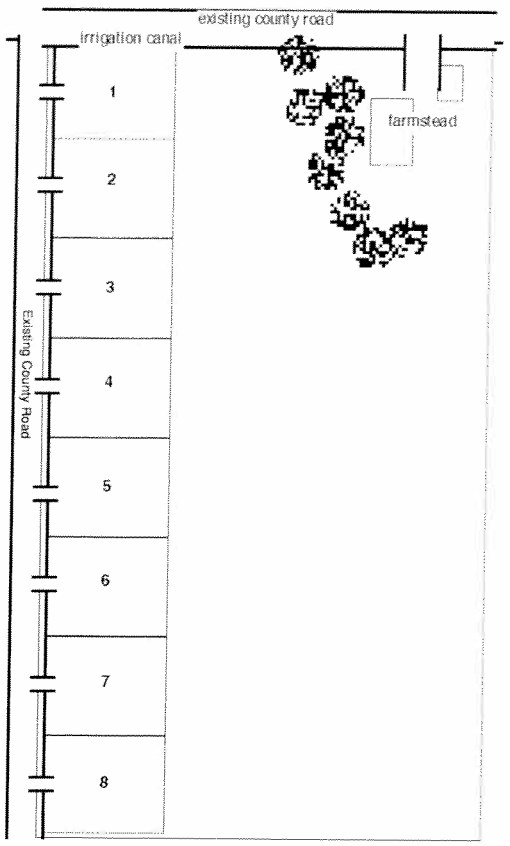
ASSOCIATION OF IDAHO CITIES

Idaho Association of Highway Districts, Inc.

Does Your City Or County Ever Face Issues Like these?

Breaking Up The Old "Smith" Place

One of the most frequent planning issues in rural Idaho is the subdivision of a farm. What happens when an 80-acre parcel that was once served by a single driveway is subdivided and now needs eight new driveways onto a city street or county road?

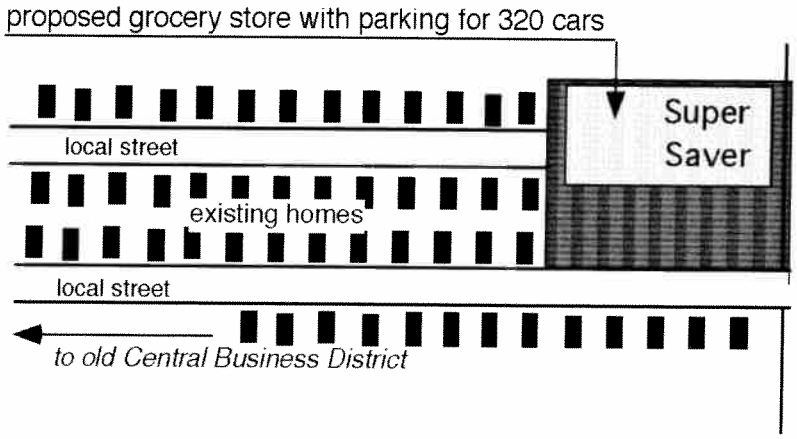


Does your comprehensive plan have a transportation component that tells you how much traffic this road should be expected to carry in the future? Will a new driveway every 400 feet, or a row of new homes within a few feet of the pavement be compatible with that volume of traffic?

Is your comprehensive plan a defensible basis for regulating access to streets or highways, making it possible to require the redesign of a project like this one?

New Traffic Through a Residential Neighborhood

Communities — even those that are not growing — are constantly changing. Does your comprehensive plan anticipate the transportation impacts of major land-use changes? Does it help you decide whether the affected streets have the capacity to serve the proposed development? Does it identify improvements that might be needed to add capacity?



Does your plan provide a sound basis for regulations — like the spacing of driveways from intersections — that will be needed to prevent this project from adversely affecting traffic safety? What guidance does it offer for dealing with the traffic impacts of the proposals for rezoning adjoining properties that are sure to follow approval of a project of this size?

If you deal with proposed developments like these, or with any of the transportation issues listed on the next page, you will find it helpful to spend some time with this document, or to give it to your staff for review.

Do Any of These Issues Sound Familiar?

Changing Traffic Patterns — Are formerly quiet country roads or residential streets carrying, or threatened with the prospect of carrying, heavy traffic loads? _____

_____

Vanishing Rights of Way — Does development threaten to block the logical extension of streets or highways?

_____

_____

Traffic Congestion — Do people have to wait a long time to get through intersections, or to turn onto major streets? Do inadequate or poorly maintained signs and pavement markings confuse drivers? Are there conflicts between motor vehicles, bicyclists, and pedestrians? _____

_____

Access Management — Are there areas where turning movements into and out of numerous driveways slow traffic flows or result in collisions? Will future development lead to more congestion as points of access to major streets multiply? _____

_____

Parking and Loading — Is there adequate "on- and off-street" parking in the central business district and other commercial areas? Do delivery trucks block traffic because there are no adequate off-street loading areas?

_____

_____

Public Transportation — Are there reasonable ways for people who cannot or do not wish to drive to get around in your community? _____

_____

Pedestrian Safety — Do sidewalks link the community together as well as streets? Are there safe, well-marked pedestrian crossings of major streets? Are there safe pedestrian loading zones at schools and other places where people assemble? _____

_____

Bicyclist Safety — Do bicyclists think it is safe to ride in your community? _____

_____

Aviation Access — Does your community have safe, reasonable air access? Is the public investment in your airport protected from conflicting land uses? _____

_____

Limited Resources — Does your community need more money to maintain and improve its transportation system? _____

_____

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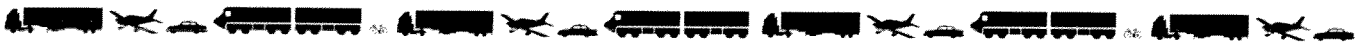


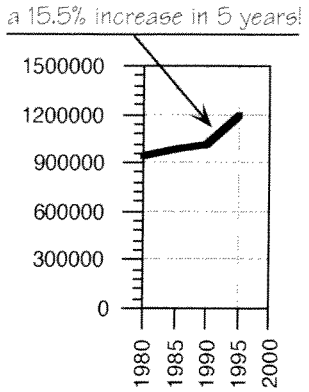
Introduction

TRANSPORTATION ISSUES DEMAND TIME ON THE LOCAL AGENDA

Transportation has a prominent place on the agenda of almost every planning and zoning commission, city council, or board of county commissioners meeting. Whether hearing a complaint about potholes or snow removal, reviewing the street layout in a proposed subdivision, or squeezing road improvements into next year's budget, Idaho's local officials spend much of their time trying to make sure that people and goods can move safely and efficiently from one place to another.

Pressure on those responsible for Idaho's local transportation systems is growing ... The state's 1990-1995 population gain was equivalent to adding a new city the size of Boise — and all its traffic — with another Burley thrown in! Deficiencies in the capacity of streets and other facilities have been magnified by higher traffic volumes. Bitter controversies have erupted over the improvements proposed to move more traffic through formerly quiet neighborhoods.

Idaho's Population Growth



... but the importance of transportation planning is not limited to growing communities. Safety is of concern everywhere. So is making wise use of limited public funds, which requires that transportation maintenance activities and improvements be systematically identified and prioritized. Safe access and sufficient parking are essential foundations for economic development efforts, including central business district revitalization and tourism promotion. Finally, Idaho law requires all cities and counties to have a comprehensive plan that includes a transportation component. Required plan components are listed in Appendix A.

THE PURPOSE OF THIS DOCUMENT

This document is intended to help planning and zoning commission members and local elected officials prepare the transportation component of their comprehensive plan. Each chapter will help you with one of five basic tasks in the transportation planning process.

1. *Getting Organized for Transportation Planning.* How should we organize our local transportation planning effort? Which other agencies should participate? How should the citizens of our community be involved?

2. *Collecting and Analyzing Information.* What information is needed as a basis for the transportation component of our comprehensive plan? How should that information be used?

3. *Developing Transportation Policies.* What kinds of transportation policies do we need to consider adopting in our community's comprehensive plan?

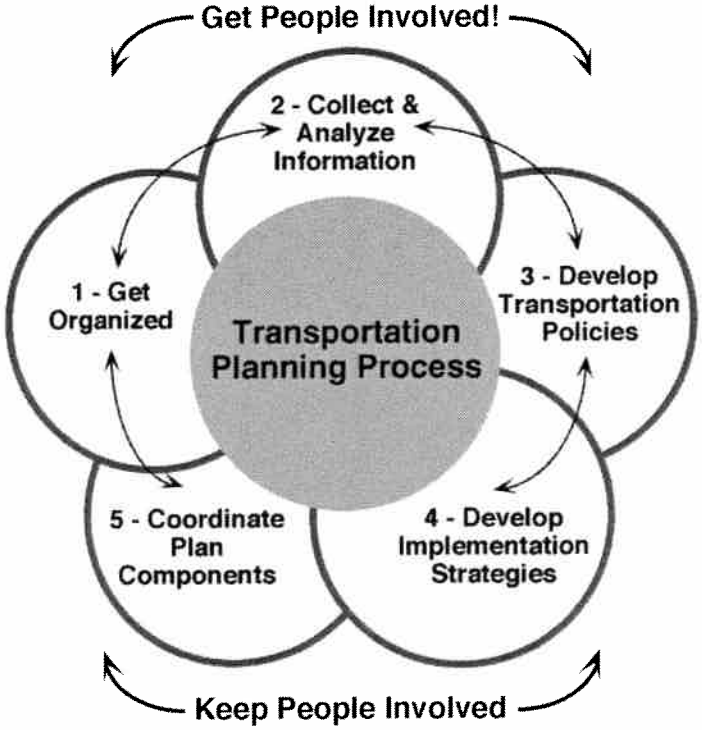
4. *Developing Implementation Strategies.* What kinds of implementation strategies should accompany those policies?

5. *Coordinating With Other Comprehensive Plan Components.* How should the transportation component relate to the other elements of our city or county comprehensive plan?

These tasks correspond to the chapter numbers in this document. For example, you will find ideas on policy development in Chapter 3. There is also a sixth chapter, which lists transportation planning resources.

An acronyms list and glossary are located in Appendix B.

Planning Process. The numbering of the chapters in this document is not intended to suggest that the community planning process can be a simple matter of following sequential steps. Successful planning features frequent returns to informational resources, ongoing public dialog, and an active interplay between the development of policies and strategies, in which proposed policies are evaluated, then revised as necessary, to reflect the feasibility of implementation. The flow chart below illustrates the essential tasks in the planning process, and their interrelatedness.



From the Big City? This document is intended for use by Idaho's small to mid-sized cities and counties. The Boise, Idaho Falls, and Pocatello metropolitan areas have metropolitan planning organizations (MPOs) that are responsible for transportation planning. Anyone interested in the activities of the MPOs can contact them using the addresses and telephone numbers listed in Chapter 6.

Streets? Roads? Highways? Whatever you call the surface you're driving on, the Idaho Code calls it a "highway."

"Highways" mean roads, streets, alleys, and bridges laid out or established for the public or dedicated or abandoned to the public. (§40-117(5), Idaho Code)

This document follows common usage rather than the state code, using the terms street, road, and highway to fit the context. Also, while the transportation planning process described in the following chapters focuses on public highways, many counties and cities find themselves dealing with — even requiring the construction of — private roads. Someone else is responsible for their maintenance, but private roads should not be forgotten in your planning effort. They are traffic generators, and changing conditions sometimes dictate that they become public roads.

CHAPTER 1

Getting Organized

- **Multi-jurisdictional Planning—Working with:**
  - **Neighboring Cities or Counties**
  - **Highway Districts**
  - **School Districts**
  - **Public Transportation Providers**
  - **Public Safety Personnel**
  - **Irrigation and Drainage Districts**
  - **Utilities**
  - **State Agencies**
  - **Native American Tribal Governments**
  - **Federal Land Management Agencies**
- **Joint Exercise of Powers Act**
- **Getting People Involved**
  - **Get everyone on the same page from the beginning.**
  - **Begin involving people when planning begins.**
  - **Involve citizens in every phase of the planning process.**
  - **Design citizen-involvement events to produce specific results.**
  - **Be responsive to the community's concerns.**
  - **Give people rapid feedback on how their ideas will be used.**

Chapter 1 Checklist

Does your transportation planning effort:

- ❒ cover an area large enough to include the major local traffic generators and major transportation facilities that serve the community?
- ❒ include all affected jurisdictions (cities, counties, highway districts, school districts, tribal governments, and state and federal agencies)?
- ❒ include all other affected agencies, service providers, organizations, and businesses?

Is your public-involvement program designed to:

- ❒ get everyone "on the same page" from the beginning?
- ❒ provide opportunities for citizens to be involved in every phase of the process?
- ❒ produce specific results, using techniques that ensure everyone can be effectively involved?
- ❒ produce useful results, while retaining the flexibility needed to respond to the community's concerns?
- ❒ provide rapid feedback to the public?

1. Getting Organized for Transportation Planning

The first two steps in developing or revising the transportation component of a local comprehensive plan should be to decide what area the plan will be for and who should be involved.

MULTI-JURISDICTIONAL PLANNING: WORKING WITH NEIGHBORING HIGHWAY DISTRICTS, CITIES, COUNTIES, TRIBAL GOVERNMENTS, AND ITD

The reason for transportation is to make connections, including connections to and through other communities. With the exception of some local streets and sidewalks, transportation facilities are inevitably shared by adjoining highway districts, cities and counties, neighboring cities, the state, and sometimes tribal governments and the federal government.

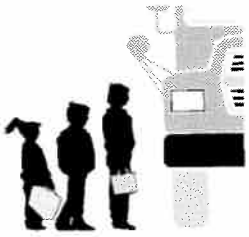
While there is good informal cooperation on road maintenance and similar routine matters in most Idaho communities, bringing the actors together and getting them to agree on common future directions can be difficult. The transportation component of your comprehensive plan should recognize this challenge and the benefits of a multi-jurisdictional approach to transportation planning. It can do so by:

- planning for an area that is large enough to encompass all of the major traffic generators and transportation facilities that directly affect or serve your community;
- formally involving all of the agencies — highway districts, cities, counties, tribal governments, and ITD — that have jurisdiction over streets, highways, and other transportation facilities in the area; and
- involving other agencies and service providers, like school districts, irrigation and drainage districts, and utility companies, that rely heavily on the local transportation system in their operations.

Your planning area should be mapped with transportation patterns in mind and be at least as large as the area of city impact required by Idaho's Local Land Use Planning Act (§67-6526, Idaho Code). Broader county-wide or multi-county efforts, like the one recently completed by Jerome County, City of Jerome, Hillsdale and Jerome Highway Districts, and other local agencies, will be most effective. A list of agencies that should be included in multi-jurisdictional transportation planning efforts follows.

Highway Districts. Highway districts are independent, special-purpose units of local government that maintain roads in 33 of Idaho's 44 counties and some cities, like the city of Sandpoint. Where they exist, **highway districts must be key partners in your local planning process.** In addition to participating in developing policies that

could affect their operations, districts should be able to provide information on the physical and operating characteristics of the roads they maintain, and a functional classification map. Highway districts may also have adopted design standards that should be referenced in the comprehensive plan.



School Districts. Cities and counties should enlist school districts in transportation-planning efforts. Schools are major traffic generators that depend on highway districts, cities, and counties for safe access, including bus routes and sidewalks. Your comprehensive plan must anticipate the need for and, where possible, the location of new schools.

Other Agencies. Other service providers that should be involved in developing the transportation component of your community's comprehensive plan include:

- **public transportation providers** — these organizations need safe, well-maintained streets and highways to serve commuters and provide mobility for the people they serve;
- **public safety personnel** — fire departments, emergency medical services, and law enforcement agencies need quick access throughout the community;
- **irrigation and drainage districts** — these special governing districts often own land or hold easements that easily affect or are affected by transportation facilities and operations.
- **utilities** — power, gas, telephone, and cable television companies often provide service from street and highway rights of way;
- **state agencies** — responsibilities and operations of the Idaho Department of Fish and Game and Idaho Department of Parks and Recreation can affect and be affected by transportaion facilities and operations; and
- **federal land management agencies** — The U.S. Forest Service and the Bureau of Land Management have transportation systems serving their lands. National Forest and BLM roads are often maintained in cooperation with highway districts or counties.

THE JOINT EXERCISE OF POWERS ACT

Multi-jurisdictional planning efforts can be formalized using the authority provided by §67-2326, Idaho Code, et seq. This state law allows cities, counties, highway districts, and other public agencies, including ITD and others, to jointly exercise any of their powers, including planning, for the provision of transportation facilities and services.

GETTING PEOPLE INVOLVED

Although the Local Land Use Planning Act of 1975 (Title 67, Chapter 65, Idaho Code) requires only minimal public involvement in the planning process (public hearings before the planning and zoning commission and the elected governing body before a plan is adopted), genuinely successful planning efforts feature extensive programs of citizen involvement and close coordination with other units of government. Here are six basic principles of effective citizen involvement, with brief examples of how each principle can be applied.

1. **Design the process to get everyone "on the same page" from the beginning.** The people of the community, especially community leaders, should have a clear understanding of what will happen during the planning process and how they can be effectively involved.

   The City of Hauser prepared a citizen participation plan at the beginning of its 1992 planning effort. That document sets goals for public involvement in the process, specifies methods by which residents' participation will be solicited, and assigns implementation responsibilities. It is reproduced here as Appendix C. "Same page" meetings for local leaders have been held in Clark County and Ketchum. Such meetings consist of a mix of training (including a review of key provisions of the Local Land Use Planning Act), reviewing the proposed work program and schedule, and designing public involvement events.

2. **Begin involving people when planning begins.** It is tempting, especially in more technical aspects of planning (like transportation) to go to the public with specific proposals developed by engineers and planners. But success is more likely if those proposals are produced as part of an agenda set by the community.

   The City of Ketchum recently initiated a comprehensive plan update with a "kick-off" event that attracted nearly 200 people. Structured individual and group activities yielded a list of land use and community development issues that will be used to set the agenda for the remainder of the public involvement program. Clark County and the City of Island Park used similar approaches to begin their recently completed planning efforts.

3. **Provide opportunities for citizens to be involved in every phase of the planning process.** Citizens too often have chances to be heard only at the beginning in identifying issues, and near the end when reviewing drafts. Successful planning efforts rely on a regular interchange of information and ideas. They may also ask volunteers to assist in collecting and analyzing data.

Fremont County has received regional and national recognition for the quality of its planning efforts. Those honors were earned during a period of intense civic discussion. The planning and zoning commission met twice a month for more than three years and was assisted by advisory committees that kept the same schedule until their reports to the commission were complete. Citizen planners reviewed informational reports and, in some cases, assisted in analyzing data. Policy statements and the accompanying implementation strategies were refined by repeated public review.

4. **Design citizen involvement events to produce specific results, using techniques which ensure that everyone can participate effectively.** The traditional public meeting tends to be more theatrical than constructive. The use of alternative techniques requires skilled professional guidance, but structured workshops that feature small group discussions, drop-in centers or listening posts, well-managed advisory committees, and similar techniques will yield useful results and build credibility for the planning effort.

The Hauser Planning and Zoning Commission had a booth at the annual Hauser Lake celebration in 1992. Area residents could stop by to visit with commission members, mark their favorite spot around the lake on a map, and fill out a brief survey. Other Idaho communities have also used alternative citizen-participation techniques. Twin Falls' Canyon Rims Advisory Committee — which was charged with studying the possibility of a greenway along the Snake River Canyon Rim — avoided the polarized atmosphere that would have characterized a traditional meeting format on this controversial topic by sponsoring an open house at which interested citizens could visit with individual committee members and record their comments on forms provided for that purpose.

5. **Structure citizen involvement to produce useful results, while retaining the flexibility to respond to the community's concerns.**

One evening during Fremont County's planning effort, the North Fremont Land Use Advisory Committee — whose meetings had been attended by only a few nonmembers — found itself facing a full room. The concern that brought so many people out was not on the agenda. The committee had two choices: drop the agenda and add two weeks to its schedule, or stick with the program. The committee dropped the agenda and resolved the people's issue. There

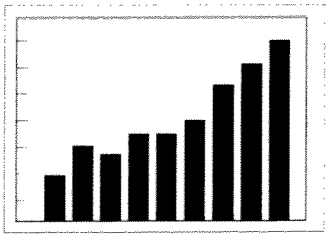
were no protests against the plan at its final public hearing.

6. **Give people rapid feedback on how their ideas will be used in taking the next step in the process or the final plan.** Successful comprehensive planning efforts don't disappear into a "black box." The public's contributions should, ideally, be packaged into draft issue or policy statements and made available for review within a month (six weeks at the most).

   Clark County and the City of Island Park recently completed comprehensive plans. They were able to follow their planning "kickoff" events with reports back to the people in approximately one month. Clark County maintained a monthly cycle of public discussion and written feedback while developing its draft plan policies.

Local officials who want to design a successful citizen involvement program may also find helpful ideas in the recent U. S. Department of Transportation publication, *Public Involvement Techniques for Transportation Decision Making*, listed in Chapter 6.

CHAPTER 2



Collecting and Analyzing Information

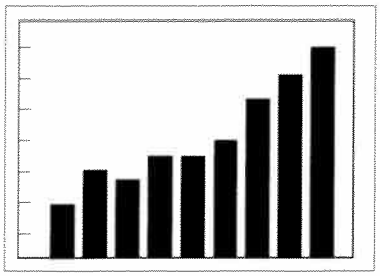
- **Collecting Data**
  - **Community Characteristics**
    - Current and Projected Population and Households
    - Distribution of Population and Households
    - Household Income
    - Labor Force and Employment Data
    - Journey-to-Work information
    - Build-Out or Land-Capacity Study
    - Tourism Information
    - Current and Future Land Use
  - **Physical Characteristics of the Existing Transportation System**
    - Streets
    - Bicycle and Pedestrian Facilities
    - Public Transportation
    - Aviation
    - Trucks and other Commercial Vehicles
    - Other Transportation Modes, such as Railroads, Port Facilities, and Major Pipelines
  - **Operating Characteristics**
    - Traffic Volumes, including Cars, Trucks, Pedestrian and Bicycles, Airport Enplanements
    - Motor Vehicle Collision Data
    - Transportation Finance
- **Analyzing Data**
  - **Functional Classification**
  - **New Routes**
  - **Level of Service**
  - **Parking Supply**
  - **Airport Master Plan**
  - **Analyzing Other Modes of Travel**
  - **Aviation**
  - **Public Transportation**
  - **Rail Transportation**
  - **Walking and Bicycling**

Chapter 2 Checklist

Will your transportation component:

- ❒ provide information on community characteristics that will help local decision makers assess the current and future demand for transportation services?
- ❒ contain the physical characteristics information local decision makers need to assess the capacity of the existing transportation system?
- ❒ contain operating characteristics data that local decision makers need to identify problem areas?
- ❒ include a roadway functional map that accurately reflects both current conditions and future trends?
- ❒ describe the current level of service on major streets and highways and at major intersections?
- ❒ include an inventory of the parking available in the central business district and other important commercial areas?
- ❒ summarize the findings of the airport master plan and include airport safety zoning maps?
- ❒ provide the information needed to help local decision makers evaluate the need for public transportation services?
- ❒ identify those areas in the community where there is not safe pedestrian and bicycle access?
- ❒ provide information that helps local decision makers evaluate other transportation modes?

2. Collecting and Analyzing Information



COLLECTING INFORMATION

Three types of information are needed to provide a sound, defensible basis for the transportation component of your comprehensive plan:

1. **Community Characteristics**, including demographic and land-use trends that help determine the demand for transportation;

2. **Physical Characteristics** of the existing transportation system, like street width and surface condition, which define its capacity to carry traffic; and

3. **Operating Characteristics** of the existing transportation system, including enplanements at the local airport, public transportation ridership, and traffic volumes on the community's trails, streets, and highways.

The detail of the data needed will vary with the size and character of your community. For example, the cities of Ketchum and Kimberly have about the same year-round population, but very different economies, which are reflected in different land-use patterns and transportation needs.

1. Community Characteristics

A description of the local population, economy, and land-use pattern is an essential foundation for your transportation component. However, this type of information on community characteristics is seldom found in the transportation component itself. Some local governments (like Fremont County) present this basic information in separate reports. Most communities include it in the Population, Economic Development, and Land-Use components of their plans. Both approaches work. What is important is to research the information and make it available to the public and local decision-makers in a clear, understandable form, because it provides an essential basis for the entire comprehensive-planning process.

Community characteristics that may be useful in transportation planning for small and mid-sized communities are listed in the table on the following page. The table also lists data sources, but there are shortcuts to some of the information. The Idaho Department of Commerce (208-334-2470) and the Center for Business Research at Idaho State University (208-236-3050) assist communities in obtaining basic demographic and economic data.

SOURCES AND USES OF COMMUNITY CHARACTERISTICS DATA

TYPE OF DATA	SCALE OF DATA	SOURCE OF DATA	USE OF DATA
current and projected population	city or county, by neighborhood (Census Division, Census Tract or Census Block Groups) in larger cities or counties with diverse rural areas *(but note that projections for smaller areas are often inaccurate)*	1990 Census; Census Current Population Estimates; local estimates based on utility connections, building permits, etc.; locally-generated projections; projections purchased from data services	forecasting the demand for various modes of transportation - anticipating the need for improvements
historic population distribution and shifts in distribution *(is the rural part of the county growing faster than the urban? vice versa? what parts of the city are growing?)*	city or county, by neighborhood in larger cities or counties with diverse rural areas	historic Census data; 1990 Census; Census Current Population Estimates; local estimates based on utility connections, building permits, etc.	anticipating the need for improvements in different parts of the community
current and projected population by age	city or county, by neighborhood in larger cities or counties with diverse rural areas	1990 Census, local projections, projections purchased from data services	demand varies by age
current and projected number of households current and projected household size	city or county, by neighborhood in larger cities or counties with diverse rural areas	1990 Census, local estimates based on utility connections, building permits, etc.; local projections, projections purchased from data services	forecasting the demand for various modes of transportation - anticipating the need for improvements
household income, poverty status	city or county, by neighborhood in larger cities or counties with diverse rural areas	1990 Census; US Bureau of Economic Analysis, Regional Economic Information System	demand varies with income
labor force data, employment by industry	city or county, by neighborhood in larger cities or counties with diverse rural areas	1990 Census; Idaho Department of Labor; US Bureau of Economic Analysis, Regional Economic Information System	describing the local economy
journey-to-work, commuting	city or county	1990 Census	describing travel patterns
visitation data, including motel occupancy, sale of tickets at local attractions, etc.	city or county	locally generated	tourists add to traffic volumes, local demand for parking, etc.
current land use	city or county	locally generated	the land use pattern determines where people travel for work, shopping, etc.
future land use, zoning	city or county	locally generated	the future land use map (which may be a set of policies) and zoning maps are a basis for projecting transportation demand
build-out population, number of households at build-out	city or county, by neighborhood in larger cities or counties with diverse rural areas	locally generated	forecasting the long-term demand for various modes of transportation and the long-term need for improvements

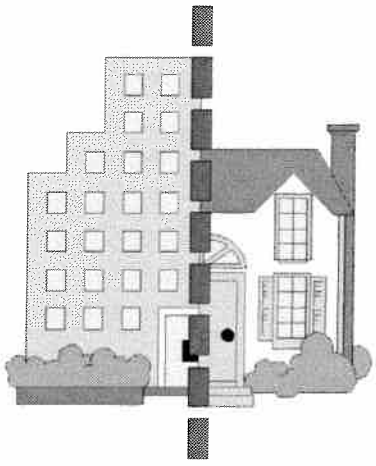
Demographic and economic data are also readily available via the Internet. Population, housing, and employment projections; data describing the flow of tourists; and land-use information are discussed below.

Projections. It is best to have projections of future population households, and jobs made by a competent demographer or planner who is familiar with your city or county and can present its decision makers with a range of possibilities or scenarios that reflect different, but realistic future trends. Projections can be purchased from commercial services, but it may not be advisable. They are usually generated using national models, the assumptions on which they are based cannot be examined by the community, and local trends may be overlooked. Blaine and Kootenai Counties offer examples of projections for different growth scenarios in their plans.

Build-Out. A build-out or land capacity study is a useful supplement, or even alternative, to population projections. Build-out studies have no time dimension. Instead, the ultimate population of the community is calculated based on current zoning, planned annexations, natural limitations (like steep slopes or flooding), and typical development practices. The time when that ultimate population or "build-out" will be reached is unknown, but realizing how large their city or county could become will help decision makers plan for ample transportation system capacity for the future.

Tourism. There is no simple way to count travelers. Cities with commercial airports can track enplanements (the number of passengers boarding flights) and seasonal variations in traffic counts may offer a rough indicator of how many people are traveling through in motor vehicles. Just remember that local traffic increases in summer, too. Your local chamber of commerce may track lodging occupancy rates: and state parks, national forests, and the Bureau of Land Management may be able to provide data on the number of people passing through entrance stations or using developed recreational facilities.

Land Use. Effective transportation planning requires a thorough knowledge of current land-use patterns and future development possibilities. That information usually appears in comprehensive plans in the form of a locally-generated (there is no state or federal source) current land-use map. Many plans also include a simple analysis of the community's land-use pattern. For example, the local plans tell us that 20% of the land in Post Falls and 26% of the land in Nampa is vacant or in agricultural use. Current land-use maps and analyses can be used to compare your community's cur-



rent land-use pattern with its zoning and future land-use maps. This analysis identifies areas where development — or re-development to more intensive uses — will generate future needs for transportation facilities. For example, your plan should show how truck access to future commercial and industrial developments will be routed to avoid conflict with residential uses.

2. Physical Characteristics

Some physical characteristics of the local transportation system that should be inventoried in the transportation component of your comprehensive plan, or in an accompanying background report, are listed at right.

Most comprehensive plans adopted by Idaho's cities and counties use general narratives and location maps showing highways, airports, and other facilities to describe the local transportation system. Listed below are samples of the narratives from the plans for Canyon County and Moscow. These narratives blend transportation and land-use issues to help set the stage for public discussion, but more information is needed for a thorough analysis of local transportation needs.

Examples of Transportation Component Narratives

This material is excerpted from *Canyon County Comprehensive Plan Amendment*, 1995, page 51.

> State Highway 44 Extending from Middleton East to Ada County and Extending One-Half Mile on Both Sides
>
> This part of Highway 44 in Canyon County has the Agricultural Category through its length. As in the previous section of Highway 44 adjacent to Middleton, the city's "Area of City Impact" is recognized. The most predominant opportunity for land-use activities that are not agriculture in nature should be within Middleton's "Area of City Impact". These opportunities should not be extended to the east to the extent that there is encouragement for a "strip" land-use pattern.
>
> Highway 44 represents a traffic way into Canyon County from Ada County and as such, will have continuing demand for use by commuters residing in Canyon County who work in the Boise metropolitan area. If this should occur in increasing numbers, extra precautions should be exercised in long term planning efforts along this corridor so that the capability of Highway 44 to carry local and commuter traffic is not

HIGHWAYS
- right-of-way width
- number and width of lanes
- surface condition
- condition of bridges
- number and location of points of access to major streets
- location of traffic control signs, signals, and devices
- location of truck routes and hazardous materials routes
- number of parking spaces

BICYCLE WAYS
- type: shoulder, bike lane, shared roadway, or separated bike path
- width and condition of surface
- location of major streets that do not have bike lanes

PEDESTRIAN WAYS
- width, accounting for fire hydrants, street trees, and similar obstructions
- surface condition, location of wheelchair ramps
- location of crosswalks
- location of major streets that have no sidewalks

PUBLIC TRANSPORTATION
- location of routes, transit centers, and park-and-ride facilities
- number, capacity, and condition of vehicles

AVIATION
- airport location
- length and condition of runways and taxiways
- existing land-use conflicts

OTHER MODES
- location and status of railroads, port facilities, and major pipelines
- freight movement and other commercial travel patterns

impeded by miscellaneous land uses, improper access designs and other substandard conditions. A substantial area for the Rural-Residential Category is located north of this corridor and when combined with Middleton's "Area of City Impact", there are ample opportunities for alternative choices in housing and other uses without requiring that the character and use intent of Highway 44 be changed from its recommended pattern during the present planning period.

This material is taken from *Moscow Draft Comprehensive Plan Amendment Update*, 1996, page 3.

Pullman Highway (State Highway 8) is Moscow's major east-west arterial on the west side of town. The portion of the highway from the state line to Line Street is scheduled to be rebuilt in 1997, to accommodate heavy traffic in this segment. Third Street from Line Street to Washington is a major traffic bottleneck, but there are no obvious design changes that would accommodate this traffic downtown — suggesting that alternatives which would divert cross-town traffic around downtown should be pursued.

The primary purpose of State Highway 8 west of town (Washington State Highway 270), is to connect Pullman and Moscow. These two cities are closely interconnected economically and socially. Many people live in one city and work in the other. In addition, the two universities are complementary in many ways, and departments collaborate on research as well as offering cross-linked courses. Therefore, it is imperative that a safe and efficient means of transportation is maintained between Pullman and Moscow. Since State Highway 8 is the only direct link between the cities, it must be maintained for this purpose. Other uses of the highway should not interfere with the transportation function of the highway. If businesses are built, they should be connected to the highway with an access road rather than with multiple additional drives off of the highway.

The Moscow-Pullman corridor is increasingly used by commuting cyclists. Therefore, a wide shoulder or bike lanes should be maintained for these users. This bikeway should be in addition to the recreational path to be constructed along the Paradise Creek. This is because commuting cyclists travel much faster than

recreational walkers or cyclists who would be using the recreational path. Commuting cyclists also prefer shoulder bikeways because they are usually better maintained with fewer potholes and loose gravel.

Making Use of Maps. Maps can describe many physical characteristics of the local transportation system in an efficient way that is reasonably easy to understand. For example, the road map in Clark County's comprehensive plan shows the winter maintenance status of county highways. This information is considered by the planning and zoning commission when it reviews rural subdivision proposals. Maps can also be used to present quantitative data. Two examples are given here. The maps on the following two pages show (1) traffic volumes in Jerome County, and (2) traffic accidents in the Notus Parma Highway District.

Local highway jurisdictions may obtain state, county, city, and quadrangle maps from ITD by contacting the Division of Transportation Planning Geographic Information Systems Section. Other map users may purchase maps by contacting ITD's General Services map sales at 208-334-4450 or writing to Idaho Transportation Department, P.O. Box 7129, Boise, ID 83707-1129.

Some aerial photographs are also available from ITD. Contact the Roadway Design Section at 208-334-8474, or mail a request to ITD at the address listed above.

3. Operating Characteristics

Traffic counts, collision records, and other operating characteristics data show what is actually happening as people travel through your city or county. Operating characteristics also include the costs of providing transportation facilities and services.

Traffic Counts. ITD monitors daily traffic and computes the average daily traffic (ADT) on the state highway system and on the vast majority of arterials and collectors off the state highway system. ITD also conducts detailed traffic studies for specific purposes, such as deciding whether a signal should be installed at a given intersection. A *Rural Traffic Flow Map* is published annually. It shows ADT on state highways at county lines, city limits, and junctions of state highways. Other ITD traffic counts are available upon request. See sidebar for information on how to obtain traffic-count data.

Traffic counts on local streets and highways must be generated locally (though ITD can serve as a central repository). This has been done as part of the comprehensive planning process in some places: the Canyon and Jerome County plans offer examples. Small cities and rural counties have generally relied on individual

Obtaining Traffic Counts

Highway jurisdictions can request the following traffic-count data from ITD by calling (208) 334-8215.

- Historical counts or copies of the most recent counts for any given location.
- Copies of counts as they are taken in the jurisdiction.
- A list of future counts scheduled in the jurisdiction.

ITD works with local highway jurisdictions to plan and schedule special traffic studies. Contact the District Traffic Engineer in your area to request new counts in specific areas. Traffic counts are usually scheduled four to six months in advance.

ITD collects traffic information on all types of roads, although the interstate and state highway systems are given priority.

Several cities, counties, highway districts, and others across the state also take short-term traffic counts.

ITD is willing to be a central depository for the data on all counts taken statewide on any and all roads.

ITD currently has estimates of ADT on 97% of all roads in Idaho that are functionally classified as arterials or collectors. There are estimates of ADT on only 7% of the non-classified or local roads.

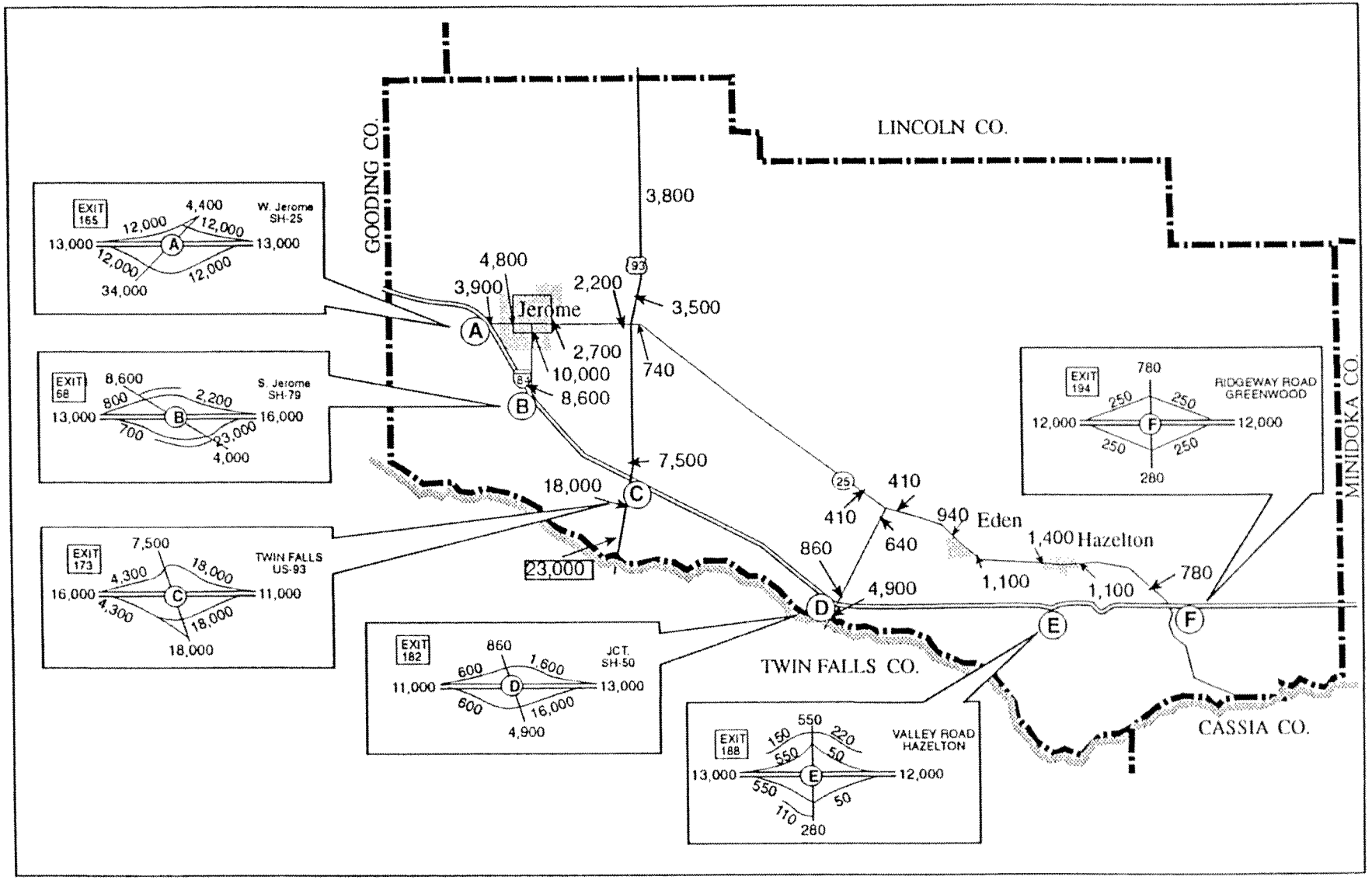
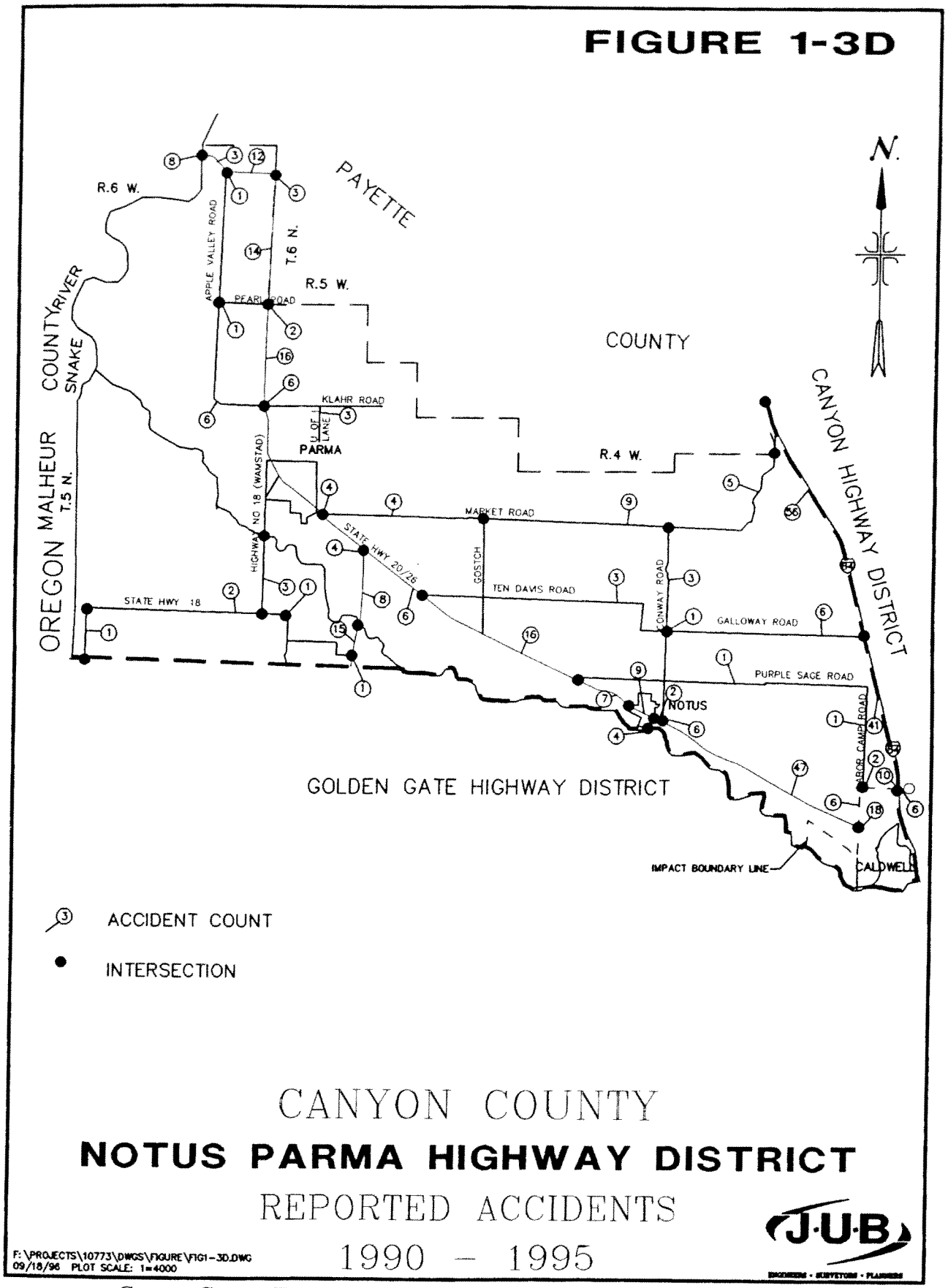


FIGURE 5

1994 AVERAGE DAILY TRAFFIC FOR JEROME COUNTY

Jerome County Transportation-Specific Plan, 1996



Canyon County Transportation Plan, Working Paper #1, September 1996

traffic studies that are made where a problem arises or a major development is proposed.

Motor Vehicle Collision Data. ITD's Office of Highway Safety publishes an annual *Idaho Traffic Accidents* report and maintains a database of statistical information about motor-vehicle collisions that can be used to help evaluate how safely traffic is flowing. The data available through ITD's Crash Analysis Reporting System (CARS) are taken from reports filed by law enforcement officers for any accident in which there is death, injury, or property damage exceeding $750.00. CARS data cover all roadways open to the public, and may be obtained by contacting your ITD District Traffic Engineer or ITD's Office of Highway Safety at 208-334-8100. (See sample County Accident Map on previous page.)

Counting Other Kinds of Traffic. Local comprehensive plans should include data on other modes of travel.

- Public transportation providers should be asked to provide schedules and ridership data.

- Any community that maintains an airport should show how that investment in aviation is justified by tracking general aviation operations. In those communities with commercial air service, commercial enplanements can be tracked as a local economic indicator.

- The costs of maintaining bicycle and pedestrian facilities — and proposals for more bike lanes or trails — should be justified with use data. Trail use data can often be collected by volunteer trail users.

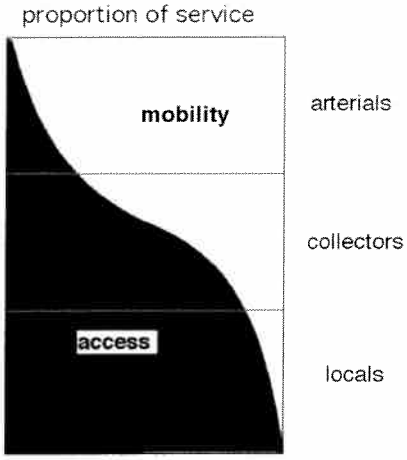
Transportation Finance. Your comprehensive plan should realistically reflect the resources available to improve and maintain facilities and operate services. The current costs of providing highways can be found in the *Annual Road and Street Financial Report* for your city, county, or highway district. Simple pie charts and line graphs could be used to show what share of your local budget is devoted to transportation, sources of transportation funds (property tax? highway-user revenue?), and allocation of funds to different types of transportation. They could also illustrate how much was devoted to sidewalks, bike trails, public transportation, and streets.

ANALYZING INFORMATION

Data must be analyzed to be useful, but the depth of analysis needed will vary with your community's size, growth rate, population density, and economy. A growing mid-sized city may need to create a computer model of traffic flows on its streets and institute a pavement

management system. A small town or rural county may need to focus less on technical analysis and more on developing regulatory policies that will help prevent future traffic hazards and congestion. Every city and county should consider including the following basic analyses in the transportation component of its comprehensive plan.

Functional Classification. Functional classification assigns streets and highways to one of three classes and sometimes several subclasses based on their role in the overall transportation network. The graphic at right shows how this classification reflects the balance between mobility and access. An **arterial** street or highway connects communities or major activity centers within a larger community. It carries (on average) longer trips at higher speeds.

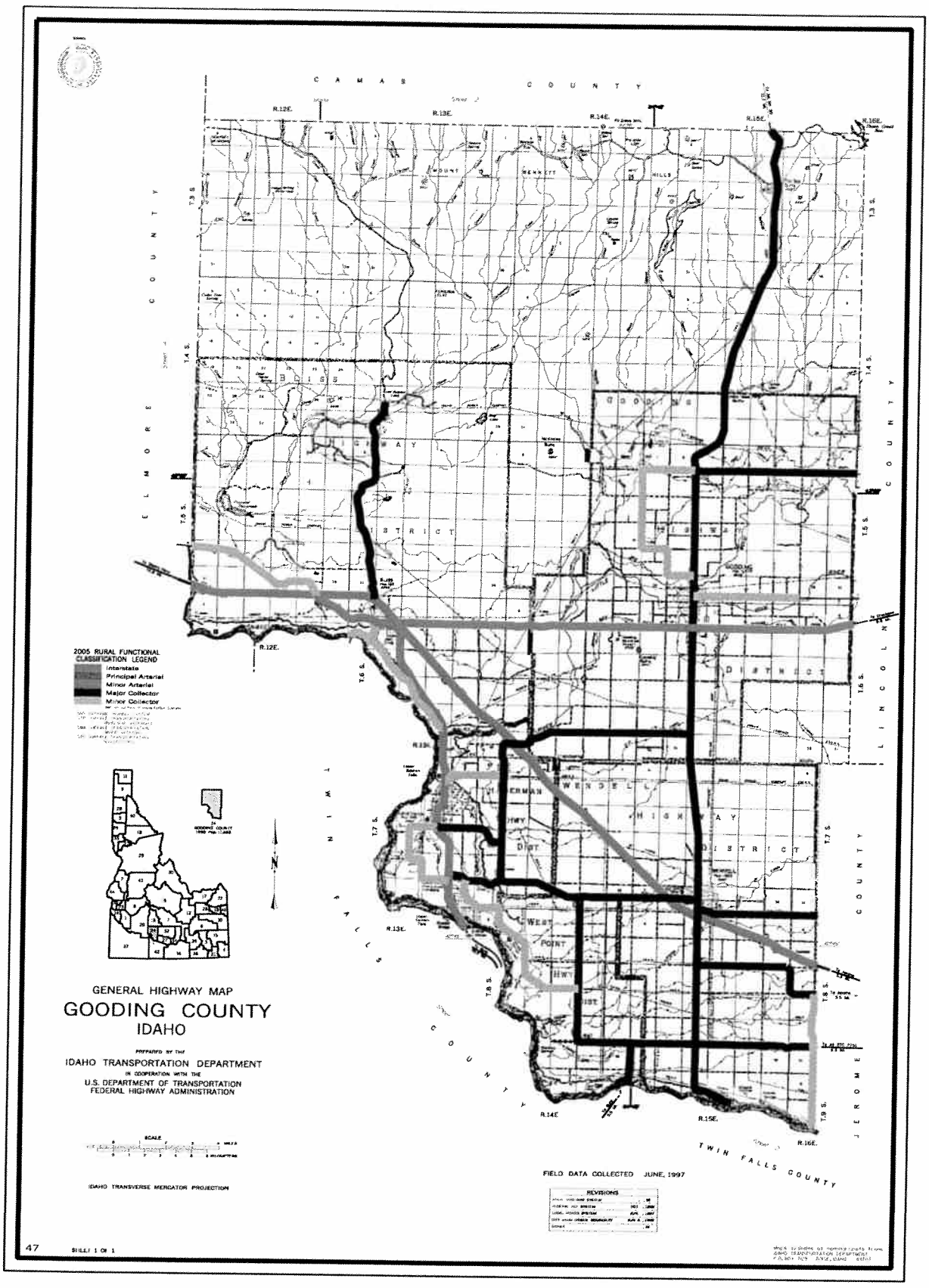


A **collector** street channels traffic from local streets to arterials or connects lesser activity centers. A **local** street or road provides access to adjoining lands. Local streets and roads carry (on average) shorter trips at lower speeds. Appendix D provides more detailed definitions of the classes and the subclasses, which are somewhat different for urban and rural areas.

ITD prepares functional classification maps for all Idaho counties and all cities that have a population over 5,000. These maps are submitted to the counties and cities for review and approval. Cities with a population under 5,000 are included on the county maps. The ITD functional-classification maps should be incorporated into local comprehensive plans, but only after being reviewed to ensure that they accurately reflect both present conditions and the future land-use pattern anticipated in the plan. An example of functional classification maps appears on the following page. The data and procedures used to classify streets and highways are explained in *Highway Functional Classification*, a Federal Highway Administration publication that is among the resources listed in Chapter 6.

Functional classification is an important planning tool. It should be used in establishing level-of-service standards, developing access-management policies, and creating capital-improvement programs that set priorities for improving transportation facilities and services. These applications of functional classification are discussed in Chapters 3 and 4. Functional classification can also be used in writing the policies in the land-use component of the comprehensive plan and evaluating alternative sites for public facilities. Functional classification is also an important basis for determining which streets and highways qualify for federal aid.

New Routes? Will some of your community's existing streets change function in the future? Will your community need new routes? Your comprehensive plan should identify existing local streets or roads that may become collectors or arterials. Idaho's larger cities and urbaniz-


CAMAS COUNTY
ELMORE COUNTY
LINCOLN COUNTY
JEROME COUNTY
TWIN FALLS COUNTY
2005 RURAL FUNCTIONAL CLASSIFICATION LEGEND
Interstate
Principal Arterial
Minor Arterial
Major Collector
Minor Collector
GENERAL HIGHWAY MAP
GOODING COUNTY
IDAHO
PREPARED BY THE
IDAHO TRANSPORTATION DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
SCALE
IDAHO TRANSVERSE MERCATOR PROJECTION
FIELD DATA COLLECTED JUNE, 1997
REVISIONS
47
SHEET 1 OF 1

ing areas all offer examples of formerly quiet residential streets that are now busy thoroughfares, and where earlier identification of that possibility would have prevented severe land-use conflicts. The plan should also identify developing areas that will need new or extended collector or arterial service. The Twin Falls plan, for example, calls for the extension of several collector streets.

Level of Service. The concept of "level of service" describes the way traffic is flowing along a street or through an intersection in uniform terms. Brief definitions of the levels of service on streets and highways appear in the list at right. The data needed to determine the existing level of service include the physical characteristics of the roadway (number of lanes, lane widths, number and spacing of access drives, etc.) traffic counts, and field observations of traffic flows. Systematic determinations of the existing levels of service are not usually found in the plans for Idaho's smaller cities or rural counties, but will become more important as the state's growth propels communities into developing capital improvement programs and exploring impact fees as ways to finance improvements. The recent comprehensive planning efforts in Canyon and Jerome Counties both included level-of-service determinations.

Level-of-Service Definitions

There are more technical definitions for level of service at intersections.

A - Free flow, low volume, high operating speed, high maneuverability.

B - Stable flow, moderate volume, speed somewhat restricted by traffic conditions, high maneuverability.

C - Stable flow, high volume, speed and maneuverability determined by traffic conditions.

D - Unstable flow, high volumes, tolerable but fluctuating operating speed and maneuverability.

E - Unstable flow, high volumes approaching roadway capacity, limited speed (<30 mph), intermittent vehicle queuing.

F - Forced flow, volumes lower than capacity due to very low speeds. Heavy queuing of vehicles, frequent stoppages.

Parking Supply. Parking is a perennial issue in small cities. When times are hard, merchants wonder if more parking would help. When business is booming, residents complain that they cannot find a place to park. Yet, few of the plans adopted by Idaho cities include parking inventories or studies of parking turnover rates. Mountain Home is one exception. Its plan tells us that there are 1,436 public and private parking spaces in the central business district. *The Parking Handbook for Small Communities* listed in Chapter 6 provides excellent advice for any city that wishes to address parking in its comprehensive plan.

ANALYZING OTHER MODES OF TRAVEL

The comprehensive plans adopted by Idaho's cities and counties focus on transportation via streets and highways. That's only natural: driving is how most of us get around. But, it is important to consider other means of transportation in your local planning process.

Aviation. The demand for aviation services and the need for the improvement or expansion of the local airport is usually analyzed in an airport master plan, the findings of which should be summarized in the comprehensive plan. Plans must also address the potential for conflict between the continued operation of the airport and the development of the adjoining land. Many Idaho communities have adopted the airport zoning recommendations of the Federal Aviation Administration (FAA). These are available in the form of the model ordinance listed in Chapter 6.

Maps of the FAA airport safety zones and, for larger airports, noise contour maps, will provide a factual basis for comprehensive plan policies that help ensure safe aircraft operations and protect the public investment in the airport. You may also want to refer to the *Idaho State Aviation System Plan* prepared by the Idaho Transportation Department, Division of Aeronautics (current edition is undergoing revision).

Title 21, Idaho Code, contains extensive provision relating to aviation, including the Airport Zoning Act (Title 21, Chapter 5, Idaho Code).

Public Transportation. ITD's April 1997 *Idaho Statewide Public Transportation Needs and Benefits Study* can help you document the need for public transportation in your community. You should also work with local public transportation providers to answer the following questions:

What bus or rail services link your city or county to other communities? How often do they run? What alternatives would people have if service stopped?

Do you have local taxis? What do they cost? How late in the evening do they run? Do they run on weekends? Can people with disabilities use them?

What transportation options are available for senior citizens, people with disabilities, children, and people who cannot afford to drive?

The answers will help determine whether the types of service (fixed-route, semi-fixed route, demand response, etc.) currently available match your community's needs, and whether additional public transportation service should be considered.

Rail Transportation. Rural communities may want to make maintaining passenger or freight rail service one goal of their comprehensive plans. The *Idaho State Rail Plan*, published by ITD in 1996, would be a good starting point for those cities and counties.

Walking and Bicycling. Sidewalks, crosswalks, bike routes, and trails should be mapped, but it is even more important to identify the areas in your community that do NOT have safe pedestrian and bicycle access. This analysis should be generated, at least in part, by getting walkers and bicyclists involved in the planning process. ITD's Idaho Bicycle and Pedestrian Plan can stimulate ideas about how to approach bicycle and pedestrian planning. It contains a summary of Idaho Code statutes pertaining to pedestrians and bicycles, an overview of bicycle facility types and standards, and bicyclist classifications to consider when evaluating and planning bicycle facilities.

The American Association of State Highway and Transportation Officials (AASHTO), the Federal Highway Administration (FHWA), and ITD have written standards for developing pedestrian and bicycle facilities. These can be obtained by contacting ITD's Senior Transportation Planner in your district.

The relatively simple analyses described in this chapter should give most small cities and rural counties an adequate basis for the transportation and related land-use policies of their comprehensive plans. Some mid-sized cities (including Lewiston) and urbanizing counties (like Canyon County) are preparing sophisticated transportation components for their plans. This is being done with professional assistance, using methodologies that are beyond the scope of this document.

CHAPTER 3

Developing Transportation Policies

- Policy-Development Principles
  - Involve People
  - Make Sure Policies are Specific
  - Keep Implementation in Mind
  - Make Policies Fit the Community

- Policy Issues and Examples
  - Design and Construction Standards
  - Functional Classification
  - Level of Service
  - Access Management
  - Other Access Issues
  - Corridor Preservation
  - Future-Acquisitions Map
  - Street and Highway Improvements
  - Maintenance
  - Parking
  - Airport Protection
  - Public Transportation
  - Bicycle and Pedestrian Circulation
  - Neighborhood-Specific Transportation Policies

- Policy Pages - Policy Excerpts from Local Jurisdictions in Idaho

Chapter 3 Checklist

In developing transportation policies, did your city or county:

- ❒ involve the public in policy development?
- ❒ adopt policies specific enough for decision makers to apply in practice?
- ❒ adopt policies specific enough to support selection of implementation strategies?
- ❒ adopt policies tailored to your city or county?

Do the policies in your transportation component:

- ❒ provide adequate support for the adoption of design standards?
- ❒ effectively use functional classification for access management, level of service, corridor preservation, prioritizing improvements and maintenance, and other tasks?
- ❒ set level-of-service standards for major streets under your jurisdiction?
- ❒ provide adequate basis for access management?
- ❒ identify major transportation corridors and techniques, including the official map, that will help preserve the corridors for future use?
- ❒ identify needed improvements and provide a basis for more detailed capital-facilities planning efforts?
- ❒ establish road-maintenance standards?
- ❒ assign responsibility for the maintenance of roads in new developments?
- ❒ provide an adequate basis for off-street parking requirements?
- ❒ provide an adequate basis for airport-safety zoning?
- ❒ address the need for public transportation?
- ❒ address bicycling and walking as forms of transportation?
- ❒ address the transportation needs of specific neighborhoods, as necessary?

3. Developing Transportation Policies

Policies are the reason cities and counties have comprehensive plans. Policies provide local decision makers with the guidance they need to make wise public investments and defensible land-use decisions. A well-done comprehensive plan can also serve an educational function, helping landowners, developers, and concerned citizens share a vision of the community's future.

POLICY-DEVELOPMENT PRINCIPLES

There are different ways to organize comprehensive plan policies, depending on your community's needs and preferences, but experience suggests that it is wise to follow certain principles.

- **Involve the people of the community in developing the policies for your plan.** Remember to follow the principles outlined in the *Getting People Involved* section in Chapter 1.

- **Make the policies in your plan specific.** It may be easier to reach agreement on broad, general policies, but remember that your planning and zoning commission, city council, or board of commissioners will eventually have to decide what each policy means in practice.

- **Aim at implementation when writing the policies for your plan.** A genuinely useful plan includes practical implementation strategies for every goal it sets.

- **Never substitute a photocopy machine for a well-designed planning process.** Comprehensive plans from other jurisdictions may provide helpful ideas and examples, but the transportation component of your plan should be tailored to fit the needs of your city or county.

POLICY ISSUES AND EXAMPLES

Your community should consider many issues when developing its transportation policies. This discussion covers the basics that should appear in most comprehensive plans, including: design standards for streets, highways, sidewalks, and trails; functional classification; level-of-service standards; access management; corridor preservation; improvements and maintenance; parking; aviation; public transportation; bicycle and pedestrian circulation.

Design Standards. The transportation component of a comprehensive plan should include a policy basis for the street or highway design standards found in your local ordinances. Examples from the plans for Salmon and Lemhi County appear in the *Policy Pages* at the end of this chapter. It is also important to address the need for adequate off-street parking and freight loading areas. Finally, your city or county may want to adopt design standards for sidewalks and bike

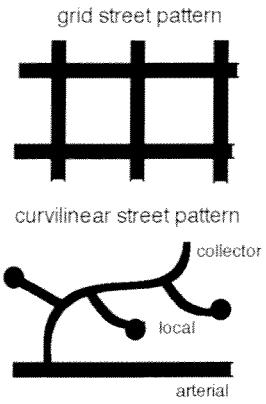
If your city or county has done a good job of gathering and analyzing information about its transportation system, and if it has gotten citizens actively involved in an ongoing discussion of transportation, land-use, and related issues, it is ready for the most important step in the planning process: developing transportation policies.

POLICY PAGES

The examples given in this chapter are not intended to be ideal policies. They were chosen because they are representative of what Idaho cities and counties are adopting. Be sure to adapt what you learn from these examples to your local situation. In order to maintain the continuity of the main text, most of the examples are presented in the *Policy Pages* at the end of this chapter.

ways. The ITD Transportation Planner for your district can provide copies of national standards for pedestrian and bicycle facilities.

Street Patterns. Street patterns are important determinants of community character that may deserve some attention in the transportation, land use, or community design component of your comprehensive plan. Most of Idaho's original townsites were platted in a grid, though American Falls — which had to be moved before American Falls Reservoir was filled in the early 1920s — offers an early example of a curvilinear street system in the West.



Functional Classification. Functional classification is both a conceptual framework and a useful basis for transportation and related land-use policies. Example 1 in the *Policy Pages* illustrates the use of functional classification in a small city. The excerpt from Caldwell's plan (Example 3 in the *Policy Pages*) shows how design standards, like right-of-way width, can be tied to functional classification. Moscow's plan sets a pattern for future development by calling for the extension of arterial and collector streets at specific spacings in Example 4 in the *Policy Pages*. The following policy statement and example show how Post Falls uses functional classification as a basis for a land-use policy.

> 4.3 The city should encourage neighborhood commercial areas near the intersections of collectors and/or arterials (Post Falls Comprehensive Plan, page 5.14).

Level of Service. There are few examples of the use of level-of-service standards in Idaho comprehensive plans. Blaine County's plan calls for maintaining a level of service of at least "C" on State Highway 75 and the transportation component of Lewiston's plan says that service should not be reduced to an "unacceptable" level. Any city or county that wishes to prepare a capital-improvements program and use facilities-financing techniques like impact fees will need to add level-of-service standards to its plan.

Access Management. Cities and counties can use the transportation component of their comprehensive plans to help create a street system in which there is a safe balance between access to adjoining lands and efficient traffic flows. The level of access permitted should vary with the street or highway's functional classification. Many Idaho plans already include a policy basis for limiting access to help maintain the safe, efficient functioning of arterial and major collector streets. This excerpt from the Kootenai County comprehensive plan is representative:

> 9. Limit the number of approaches onto major collectors and major and minor arterials. (page 57)

Some cities and counties combine concerns about traffic safety and congestion with concerns about their appearance into policies that address "strip" development. The city of Victor offers Example 5 in the *Policy Pages*. The plans for Island Park, Lewiston, and other Idaho communities also discourage "strip" development.

Other Issues. Access for emergency services is usually addressed in local ordinances rather than comprehensive plans, but the city of Moscow and Fremont County do have policies (Examples 4 and 6 in the *Policy Pages*) stating that access for emergency vehicles must be provided. Some plans also address the need for truck routes. Caldwell's plan includes both a general policy providing for the establishment of truck routes and specific recommendations like this one:

> To provide for the extension of Arthur Street between Ustick Road and Linden Street to relieve industrial traffic, to provide an alternate route to Chicago Street, to open up industrial areas of the City, and to improve the truck route system ... (page 45)

The comprehensive plan for Mountain Home adds another aspect to the truck-route issue by calling for the establishment of hazardous-waste routes through that city.

Corridor Preservation. Extending or widening major streets or highways can be extremely expensive, perhaps even impossible, if the land needed for the project is committed to other uses. Preservation of transportation corridors is best accomplished early in the planning process. Developers can be required to provide streets, including portions of arterial and collector streets that serve their projects, but there must be a strong policy basis for such exactions. Some comprehensive plans include general policies, like this one from Post Falls:

> 1.6 The city should plan and protect future transportation corridor rights-of-ways. (page 8.7)

That policy is accompanied by a map showing future major streets. The Twin Falls plan provides another example of listing and mapping future street alignments. A more flexible approach, like Moscow's arterial spacing policy (Example 4 in the *Policy Pages*), can also be used. ITD has recently completed the *Idaho Corridor Planning Guidebook* which may be obtained by contacting the Transportation Planner in your ITD district or the Division of Transportation Planning in Boise.

Future-Acquisitions Map. The Local Land Use Planning Act offers a planning tool that, though seldom used, could be helpful in corridor preservation. §67-6517, Idaho Code, authorizes cities and counties to

Preservation of Future Transportation Corridors

For more information on corridor planning, refer to ITD's *Idaho Corridor Planning Guidebook*.

adopt future acquisitions maps. This is a way of giving the community a first option on a proposed street right-of-way (or runway extension, school site, etc.) before it can be developed. The community must acquire or condemn the land within a specified time or allow development to proceed.

Improvements. Many Idaho comprehensive plans contain lists of proposed street or highway improvements. Comparing the need for improvements with the funds available (remember the transportation -financing information you collected?) will provide a basis for transportation-financing policies, like the one from Post Falls that appears as Example 7 in the *Policy Pages*. Attempting to match needs and revenues can also serve as the first step in preparing a capital-improvements program (CIP). CIPs are further discussed in Chapter 4.

Maintenance. Your community's comprehensive plan should include a clear policy on road maintenance in new developments. Cities usually accept streets that meet their design and construction standards, but counties often require that subdivision roads be maintained by the homeowners. Fremont County's maintenance policy appears in Example 6 in the *Policy Pages*. Counties may also use limited road-maintenance capabilities as a basis for land-use policies like this one:

> B. Clark County will not approve developments that require extension of winter road maintenance, except where it is clearly demonstrated that the tax revenues generated by the proposed development will cover the costs of extending winter maintenance ... (page 16)

The Twin Falls and Lewiston plans call for the adoption of pavement-management systems in those cities, but most Idaho comprehensive plans seem to assume that maintenance is just a routine activity. Communities could use the planning process as a forum for establishing regular, preventive maintenance as a budget priority. A comprehensive plan policy could also remind local decision makers to account for maintenance costs when considering transportation improvements.

Parking. Getting vehicles into and through your community solves only part of the transportation equation. Comprehensive plans must also provide a clear policy basis (Example 6 in the *Policy Pages*) for requiring adequate parking in new developments. Cities may choose to rely on public parking in their central business districts, but this

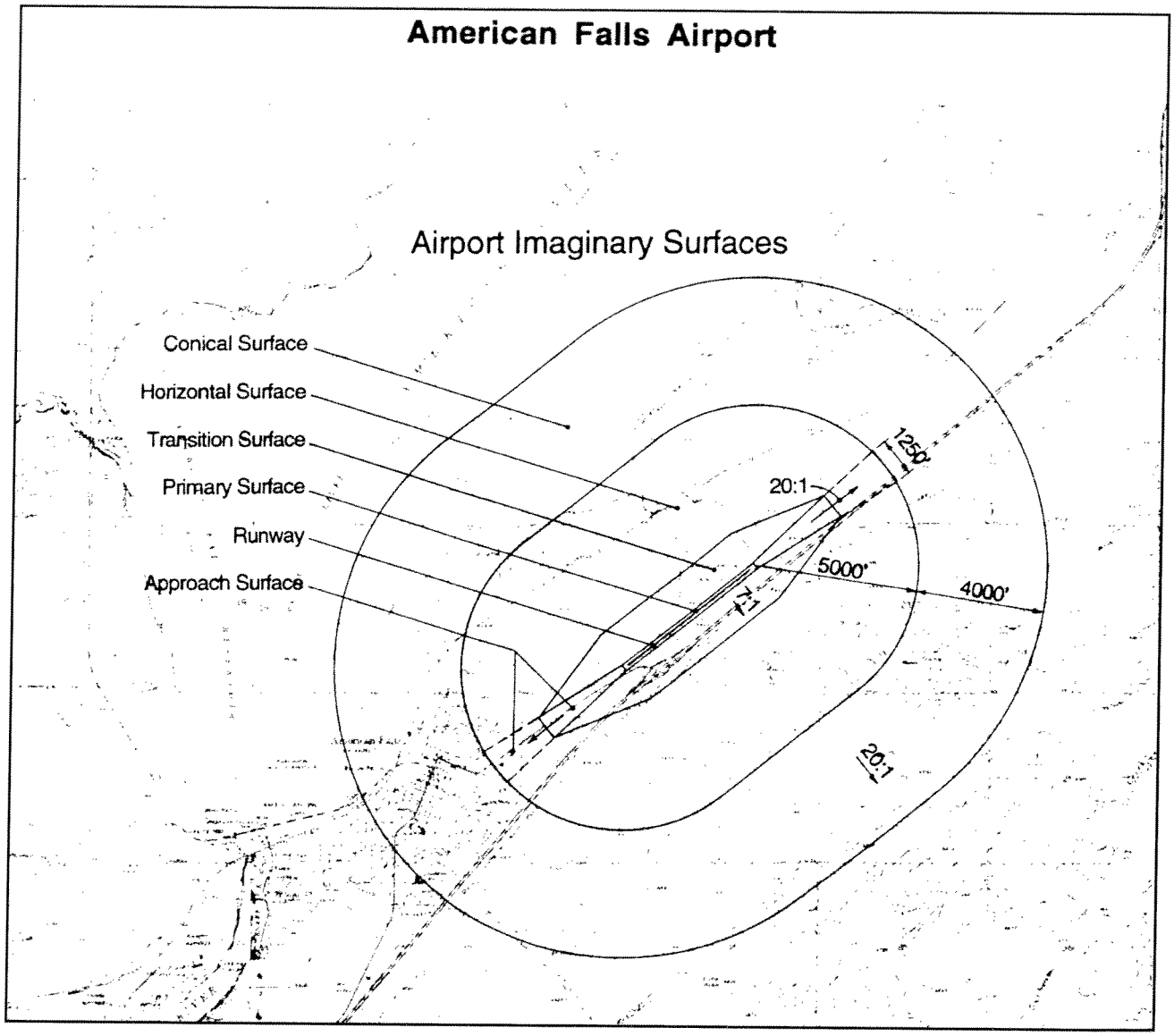
may require public investments in surface parking or structures. The city of Victor's plan (Example 5 in the *Policy Pages*, for example, calls for that city to evaluate the need for a central business-district parking lot. Parking is also an important aspect of urban design. Mountain Home has a policy to:

> Alleviate the hard look of bare concrete and asphalt through zoning ordinances and standards for the beautification of parking lots ... (page 78)

Other communities, including Nampa, have similar policies encouraging parking-lot landscaping. Finally, remember that bicyclists need parking, too. Coeur d'Alene's plan calls for the provision of bicycle parking in shopping areas.

Airport Protection. A few Idaho cities and counties (Mountain Home and Blaine County are examples) include some discussion of the local airport in their comprehensive plans. Even if all discussion of facilities, operations, and improvements remains in the airport master plan, your comprehensive plan should provide a policy basis for the land-use regulations needed to protect the airport's continued safe use. A map showing the airport imaginary surfaces, which are the basis for such regulations, around the American Falls Airport is on the following page. Power County's plan contains the following policy:

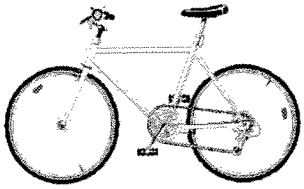
> D. Protect the Airports. Development that would threaten the continued use of either airport should be prevented by enforcing airport zoning measures recommended by the Federal Aviation Administration. Airport safety zones are established in ... the Power County Development Code. (page 11)


American Falls Airport
Airport Imaginary Surfaces
Conical Surface
Horizontal Surface
Transition Surface
Primary Surface
Runway
Approach Surface
20:1
7:1
5000'
4000'
1250'
20:1

Public Transportation. When public-transportation policies are included in the comprehensive plans of Idaho's smaller cities and counties, they tend to be broad, like this one from Lewiston's transportation component:

> Goal H: To plan for public transportation to serve the most-highly frequented destinations.
>
> > Objective H.1. To enhance the current public transportation system and be prepared to institute a fixed route public transit system when public\private financing becomes available. (page 3-5)

Your community may want to say more. The absence of regular fixed-route bus service does not mean that public transportation is unimportant. The elderly, the disabled, the poor, and those too young to drive all benefit from a variety of public-transportation services, even in rural areas, The state public-transportation plan, *Movin' Idaho,* and the *Idaho Statewide Public Transportation Needs and Benefits Study* provide a detailed determination of needs and regional goals, objectives, and implementation strategies that could be adapted into your local plan. Your plan may also need to — as Jerome County's does — support public transportation, or at least ride-sharing, by calling for the construction of park-and-ride facilities in appropriate locations.



Bicycle and Pedestrian Circulation. Idaho communities often treat bicycling and walking as strictly recreational. The excerpt from the Twin Falls comprehensive plan that appears as Example 8 in the *Policy Pages* reflects this tendency, although the transportation component of that plan also includes a goal "encouraging the use of public transit, bicycling, and walking as alternatives to automobile travel." The plans for Caldwell, Lewiston, Nampa, and Post Falls also propose recreational trails, but these may not serve the needs of people who commute by bicycle — and thus want to take the quickest path between home and work — as well as a system of safe on-street bike lanes. Moscow's plan recognizes walking and bicycling as forms of transportation. (See Example 9 in the *Policy Pages.*) The *Idaho Bicycle and Pedestrian Transportation Plan, 1995* may be of assistance to cities and counties that want to develop comprehensive plan policies for these modes of transport.

Neighborhood-Specific Transportation Policies. Some transportation issues affect only part of a community. Example 10 in the *Policy Pages* shows how Lewiston's "Residential Development" policy addresses conflicts between institutional parking and the character of a residential neighborhood. Twin Falls' Entrance Corridors policy is another example. (See Example 11 in the *Policy Pages.*)

Your community may need policies addressing other transportation issues, like the loss of rail service, the impacts of noise on neighboring uses as traffic volumes grow, or conflicts between aggregate production (gravel sites) for road building and the development of neighboring lands. But you will have created a useful transportation component for your comprehensive plan if it addresses the policy concerns that have been listed in this chapter.

THE POLICY PAGES

Example 1 - Salmon Comprehensive Plan - pages 9-11.

Policy 3. Circulation. It will be the policy of the City of Salmon to provide for safe and efficient traffic circulation.

A. Require Construction of Safe, Adequate Streets in All New Developments. The Salmon Development Code should require the construction of minimum standard streets in new developments. The standards adopted should reflect the current level of service (and the city's limited ability to manage storm and melt water runoff) by requiring drained and graded gravel streets.

B. Require Safe Access to Public Streets. The Salmon Development Code should include performance standards that require clear vision at all points of access to a public street, including new intersecting streets and private driveways ...

C. *Adopt A Major Street Plan.* The major street plan map that appears on page 10 [not reproduced here] establishes a simple functional classification of Salmon's streets. Functional classification provides general guidance for street construction and maintenance.

- *Arterial* streets link Salmon with other communities. The only arterials in the city are U.S. Highway 93 and Idaho Highway 28. The number of points of access to these highways should be minimized . . .

- *Collector* streets link neighborhoods and provide access to arterials. Courthouse Drive Is the best local example of a collector street. Modest traffic flows and a grid street lay-out minimize the Importance of collectors In Salmon, and the major street plan adopted here should be refined If the city begins to grow. Traffic on other streets should "STOP" or "YIELD" at collectors and the collectors should have some priority for snow removal and routine maintenance.

- All other streets are classified as *local* streets.

Example 2 - Lemhi County Comprehensive Plan - pages 16-17.

IV. Assign the Costs of Infrastructure to the Developer ...

With the exception of the development at Elk Bend, most existing subdivisions in Lemhi County provided none of the infrastructure that will be needed if the lots they created are ever occupied. Given the possibility of having to provide and maintain at least a primitive infrastructure for several thousand existing lots, a limited tax base, and the finding that the cost of providing services to the average new home in Lemhi County is greater than the revenue that home will generate ..., it is essential that new development provide the facilities, both on and off site, its residents will demand ...

A. Require Provision of Adequate On-Site Infrastructure. The *Lemhi County Development Code* will require that all new developments provide roads built to county standards ...

B. Require Provision of Off-Site Infrastructure, As Needed. The *Lemhi County Development Code* will require that the planning and zoning commission evaluate the off-site infrastructure needs of large-scale developments ...

C. Establish Standards and Procedures for Infrastructure Development. The *Lemhi County Development Code* will provide standards for new roads and other improvements ...

Example 3 - Caldwell's 1977 comprehensive plan.

1. STREET CLASSIFICATIONS

A street "system" must have a number of types of streets, each of which is designed to handle a particular kind and amount of traffic ... The classifications upon which the Caldwell Plan is based are described below:
REGIONAL ARTERIAL ROUTE

Right-of-way width:	90' and up
Moving lanes:	Four lanes and up
Daily volume:	5,000 and up

Function and Characteristics: To carry regional or intercity traffic and traffic with origins and destinations in widely separated communities. Includes all interstate freeways and expressways. Full or partial control of access with highway divided and usually with grade separation at major intersections.

Example 4 - City of Moscow Transportation and Circulation Section.

1. A north-south and east-west system of minor arterial and collector streets should be continued as the city develops outward with minor arterials spaced at approximately 3,000 feet or 6 block intervals and collector streets spaced at approximately 1800 feet or 3 block intervals where environmentally and economically feasible.

Existing arterials and collectors should be continued wherever possible to extend the arterial-collector street system. New arterial streets should be located on neighborhood boundaries. Collector streets should service traffic within only one neighborhood and may be located within that neighborhood. Exceptions to the location intervals may be necessary for topographic, environmental, or economic reasons.

Example 5 - City of Victor Comprehensive Plan - Planning for a Sense of Place, 1994 edition - pages 29-30.

Policy 7 - Economic Development

The people of Victor envision a sustainable economy based on agriculture, "cottage industries", tourism, and commuting ... The creation of new business enterprises and new jobs will be welcomed, but eco-

nomic development should not be allowed to destroy the rural lifestyle or open space resources that are the foundation of Victor's unique sense-of-place. New economic activity should be concentrated in the "central business district" where it reinforces the existing city center.

Policy 7 - Implementation Strategies

- The City of Victor should promote commercial development through the "in-fill" of the existing business district, and the development ordinance should require new commercial development to create a streetscape dominated by buildings and landscaping, rather than asphalt, automobiles, and signs . . .

- The City of Victor should evaluate the need for a parking area that would help encourage the intensive use of space in the existing business district by fulfilling the off-street parking needs of new (and existing) enterprises in the center of the city ...

- The *Victor Development Ordinance* should ensure that any commercial or industrial development permitted in the area of city impact does not result in a pattern of "strip" development that is inconsistent with the policies of this plan. Controlled access (and, where possible, shared access), landscaping along the highway, and other techniques to extend the appearance of an established rural village will be critical . . .

Example 6 - Fremont County Comprehensive Plan.

Policy 12. Assure Provision of Adequate On-Site Facilities in All New Developments

It shall be the policy of Fremont County to protect the general taxpayer and the future occupants of developments in the Island Park Planning Area by requiring that safe, adequate roads and other essential facilities be provided by, and at the expense of, the developer.

D. The Fremont County Development Code will require that all uses provide the off-street parking and loading areas needed to help prevent local traffic congestion.

E. Limited budget resources and an already lengthy (534.3 miles) road network make it unreasonable for Fremont County to accept responsibility for road maintenance in individual developments. The county will use its development code to require that developers construct safe, adequate roads, ready for maintenance by occupants of the project. The development code will require safe access to existing public roads and highways from both connecting roads and private driveways. It will also require that all roads be constructed to assure safe access for public safety and emergency services vehicles ...

Example 7 - Post Falls comprehensive plan - page 8.8.

Transportation Financing Goal Statement

To consider all available options to fund basic street improvements and maintenance projects.

3. Policies

3.1 The city should study the feasibility of a proportionate share impact fee program to include street improvements ...

3.4 The city should study the feasibility of using franchise fees to fund an ongoing maintenance and street improvement program.

Example 8 - Twin Falls Comprehensive Plan - page IX-5.

Greenway and Trail Goal Goal Statement

Support the establishment and maintenance of a linear open space network ...

3.2 Develop a Trails Network Plan for pedestrians and bicyclists that will consider recreational and commuter requirements.

3.6 Develop a safe bike/pedestrian crossing at Addison Avenue near the Magic Valley Regional Medical Center to access Rock Creek Canyon and other crossings ...

Example 9 - Transportation and Circulation section of Moscow's comprehensive plan.

PEDESTRIAN CIRCULATION

Pedestrian Goal

To increase the safety and convenience of pedestrians, and to encourage those who would like to walk more but do not do so because of a lack of safety, scenic opportunities, or convenience.

Pedestrian Policies

1. All roads should be built and maintained with sidewalks. Local residential streets should have a sidewalk on at least one side, while arterial and collector streets should have sidewalks on both sides.

2. A program to improve existing sidewalks and to install additional sidewalks where they do not exist should be implemented.

3. Walkways should be built directly connecting residential areas with the neighborhood park and with the local collector street. Subdivisions should be required to provide pedestrian paths where blocks, particularly where cul-de-sacs are utilized, are long.

4. Sidewalks and paths should be built and maintained with consideration for wheelchairs, parents with strollers, and children on tricycles.

5. Install more crosswalks where pedestrian traffic warrants ...

6. Strengthen education about sidewalks and crosswalks, including pedestrian rights-of-way over bicycles.

7. Strengthen enforcement of pedestrian-oriented laws.

Example 10 - Lewiston Comprehensive Plan - page 18

GOAL: MAINTAIN THE INTEGRITY OF RESIDENTIAL AREAS IN THE CITY OF LEWISTON.

Objectives:

1. Maintain the historical identity of Lewiston through the character of design displayed in the Normal Hill, Bengal Field neighborhoods.

c. Allow parking lot development only as a conditional use for off-site parking in Normal Hill. Encourage the use of parking structures for large scale institutional parking in the Normal Hill area. (page 18)

Example 11 - Twin Falls Comprehensive Plan - pages XII-2 and XII-3.

Entrance Corridors Goal

Promote and encourage aesthetically pleasing approaches to the City.

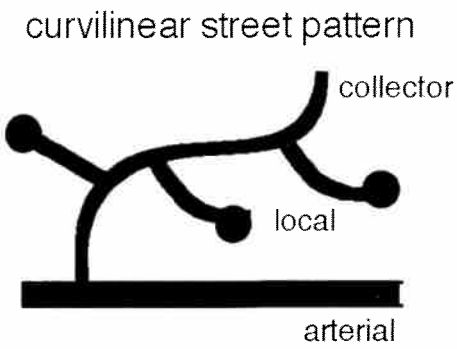
Policies

3.2 Prepare corridor development standards for the entryways to the City. For example, arterials should have controlled access.

3.3. Use the Comprehensive Plan, subdivision regulations, and zoning to discourage strip development and encourage clustered business development ...

3.4 Encourage 30-foot landscaped setbacks for new development on entrance corridors ...

3.5 Create landmarks along major access routes to give a sense of arrival and for orientation.



CHAPTER 4

Developing Implementation Strategies

- **Regulation**
  - **Transportation Ordinances**
    - **Design and Construction Standards**
    - **Access-Management Standards**
    - **Requiring Permits for Utilities and Encroachments**
  - **Zoning Ordinances**
  - **Airport Zoning**
  - **Subdivision Ordinances**
- **Capital Facilities Programming**
- **Education**

Chapter 4 Checklist

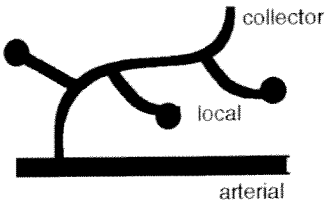
Do your implementation strategies call for:

- ❒ adoption of street or highway design standards?
- ❒ adoption of an ordinance that regulates approaches to public roads?
- ❒ adoption of an ordinance that regulates use of public rights-of -way by utilities and other encroachments?
- ❒ use of zoning to guide different land uses to locations where they will be well served by the local transportation system?
- ❒ airport safety zoning?
- ❒ use of subdivision regulations to ensure that new developments comply with the transportation policies of your comprehensive plan?
- ❒ development, adoption, and active use of a capital-improvements program?
- ❒ public education?

4. Developing Implementation Strategies

Once you have a slate of proposed policies for the transportation component of your comprehensive plan, it is time to decide how they will be implemented. There are two basic choices of strategies: regulation and capital improvements programming. Some plans also call for public education as a supplemental technique.

curvilinear street pattern



REGULATION

Three types of regulations can be used to implement the transportation policies of your comprehensive plan:

1. ordinances adopted under the city's or county's authority to provide transportation services;

2. zoning ordinances adopted as authorized by §67-6511, Idaho Code; and

3. subdivision ordinances adopted as authorized by §67-6513, Idaho Code.

A brief description of each type of ordinance is offered below. Detailed explanations and examples are well beyond the scope of this document, which focuses on the comprehensive plan.

Transportation Ordinances. Idaho law gives highway districts, cities, and counties the authority to operate local street or highway systems, including the authority to regulate the use of their streets and highways. A summary and the relevant sections of Idaho Code are provided by the Local Highway Technical Assistance Council (LHTAC) in its *Manual for Highway & Street Standards*. Every city and county should have the LHTAC manuals.

- Most comprehensive plans provide a policy basis for the adoption of design and construction standards for local streets or highways (see Chapter 3). Model street and highway standards can be found in LHTAC's *Manual for Highway & Street Standards*. These model standards must be carefully reviewed and modified to fit local planning goals and conditions before being adopted as a separate ordinance or incorporated into your city or county subdivision regulations.

- Chapter 3 described the concerns communities have about limiting the number of accesses onto major streets and ensuring that all points of access to public roads meet minimum safety standards. LHTAC's *Manual for Use of Public Right-Of-Way: Standard Approach Policy* provides a good starting point for the local regulation of driveways and other points of access to public rights-of-way.

- LHTAC has also produced a model policy that requires permits for the use of public rights-of-way by utilities and other encroachments. See the *Manual for Use of Public Right-Of-Way: Permits for Utilities and Encroachments*. The comprehensive plans adopted by Idaho cities and counties do not usually include a specific policy basis for an encroachment ordinance, but it is one way of implementing general policies calling for safe, efficient streets.

Be sure to coordinate the contents of your local transportation ordinances with your zoning and subdivision regulations.

Zoning Ordinances. The essence of zoning is to divide a community into different areas, within which different regulations apply to the use of land. Chapter 2 pointed out that knowing what can be developed in the different zoning districts is an important basis for analyzing the demand for transportation. But zoning, especially the zoning of developing areas, should not be taken as given. It can be proactively used to help make sure that uses are located where they can best be served by the street and highway system. This example from Caldwell's comprehensive plan provides clear guidance for future zoning decisions:

> Churches, schools, child care centers, and similar institutional type uses proposed for residential districts shall seek locations on designated collector or arterial roadways ... (page 22)

Post Falls' similar policy of limiting neighborhood commercial zoning to areas at or near the intersections of major streets was quoted in Chapter 3. A well-designed zoning ordinance can also help promote alternate modes of transportation. Special use permit or planned unit development procedures could be used to require large developments to provide bus stops. The provision of bicycle racks could be added to the parking requirements that are already found in most zoning ordinances.

Airport Zoning. As indicated in Chapter 3, your community should use zoning to protect aircraft operations and the public's investment in its airport. The Federal Aviation Administration publishes a model airport-zoning ordinance, which may be obtained from ITD's Division of Aeronautics.

Subdivision Ordinances. The thorough review of subdivisions is one of the most important tools your community has to help ensure that its street or highway system continues to function safely and efficiently. Subdivision ordinances govern the division of land into lots for residential, commercial, or industrial use, including the layout and dedication of the streets serving those lots. They can be used to implement many of the policies adopted in the transportation compo-

nent of your plan. A city or county subdivision ordinance can, for example, require that developers dedicate arterial and collector rights-of-way that have been identified in the comprehensive plan. It can also help sustain smooth traffic flows by requiring limited access to arterials and major collectors.

Consistency. Decisions made in administering zoning and subdivision ordinances must generally be consistent with the community's adopted comprehensive plan. This requirement is imposed by §67-6511, Idaho Code, and has been reinforced in decisions by the Idaho Supreme Court requiring cities and counties to factually show how their land-use decisions comply with their plans.

CAPITAL-FACILITIES PROGRAMMING

Capital-facilities programming is the process of systematically inventorying and prioritizing a community's major capital-facilities needs. Most of Idaho's small and mid-sized communities are just beginning to recognize the need for such a process, and it is common for recent comprehensive plans to include policies like this one from Lewiston:

> Objective B.3 To develop and follow a long range twenty year Capital Improvement Plan for transportation projects. (page 3-2)

Many plans do include some of the basic ingredients for a capital-facilities program, including lists of specific transportation improvements. A few local plans go one step further, as the table on the following page indicates. That table is taken from the transportation component of the Twin Falls comprehensive plan. It lists the projects and improvements needed, gives a rough sense of their priority, estimates their cost, shows who is responsible for implementation, and identifies the funding options.

A comprehensive table that takes all local capital needs (not just transportation) into account, may be sufficient as a capital-facilities plan for some small cities and rural counties. Larger places, and those that are experiencing rapid growth, should conduct the rigorous capital-improvements programming process required to provide a defensible basis for impact fees. Even if your city and county decide not to impose such fees, they will have a sound basis for decisions about which facilities to build and how to fund them.

A detailed description of the capital-facilities planning process is beyond the scope of this document, but a brief outline is provided below.

1. The community must inventory its existing facilities, assessing both their capacity and their current level of use.

TRANSPORTATION

KEY PARTICIPANTS RESPONSIBLE FOR IMPLEMENTATION

FUNDING OPTIONS

REF. NO.	IMPLEMENTING ACTIONS	Immediate Action	Estimated Cost	City Council	Planning & Zoning	Community Groups	County	Private Interests	State	City Staff	Other	General Funds	Bonds	Federal/State Funds	User Fees	Local Improvement District	Community Fund-Raising	Enterprise Funds	Grants	Other
1.2 1.3	Develop a Land Management Review Guidebook	■	$5k	⊗						◇	◇	X		X				X		
1.5	Develop Neighborhood Plans with Transportation Policies		$25k		⊗	◇				◇		X		X					X	
1.6	Develop a Trail Network Plan	■	$20k	⊗		◇				◇		X		X					X	
3.2	Create a Bike/Pedestrian Advisory Committee	■	--	⊗		◇				◇										
1.1.1	Washington Street and Eastland	■	$13.0m	X						X										
1.1.2	Blue Lakes Restrictions	■	$ .5m	X																
1.1.5 1.1.7	Eastern arterial improvements Southern arterial improvements.		$4.8 m $4.8m	X																
1.1.8	Fillmore extension		$2.0m	X																
1.1.9	Snake River Bridge		$35m																	

■ Immediate Action ⊗ Primary Responsibility ◇ Secondary Responsibility

2. The community must project the future demand for public facilities. This is commonly done using a build-out projection, as described in Chapter 2.

3. The community must adopt level-of-service standards for each facility or service it includes in the capital-improvements program. Levels of service for streets and highways are briefly explained in Chapter 2.

4. The adopted level of service, the documented existing capacity and level of use, and the projected demand for each major facility must be analyzed. Is there excess capacity now? How long will that surplus last? Is the facility already operating above capacity? If so, how extensive is the deficiency?

5. Comparing capacity, current use, and projected demand with the adopted levels of service will yield a list of the major improvements needed to serve the build-out population.

6. Given that list, decision makers and citizens can set priorities, deciding which improvements are pressing and which will not be needed for a few years. This process should be informed with rough cost estimates, an understanding of potential funding sources, and the estimated costs of maintaining the proposed improvements. Estimated capital costs should be divided between those necessary to bring facilities up to standard and those needed to serve new development.

7. The community's top priorities should be captured in a capital budget that covers three to six years and provides a basis for annual capital budgets that will reflect final cost estimates generated by architectural and engineering studies.

8. The capital-improvements program should be reviewed and updated every year.

Major facilities include widening or extension of arterial and collector streets or airport runways, construction of bridges, construction of transit centers or airport terminals, and similar projects that require multi-year advance planning and design. Regular maintenance activities are not included in the capital-improvements program and minor capital projects, like filling missing links in your community's sidewalk system, can be added to each short-term capital budget.

EDUCATION

A well-done comprehensive plan can be used as an educational tool. Any citizen who reads it should have a better understanding of how his or her community works. At least one Idaho county has also experimented with the provision of educational materials, hoping that doing so would help minimize the need for regulation. *Welcome Home: A Homeowner's Handbook for Living in Teton Valley* has been prepared and distributed by the Teton County Economic Council. A more pointed presentation of the facts of rural life has been distrib-

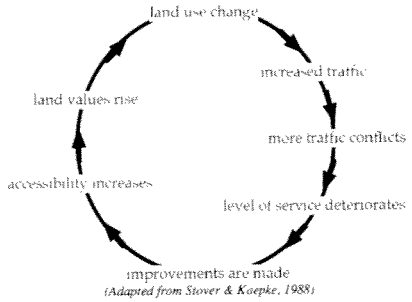
Chapter 6 includes an address and phone number where a copy of *Welcome Home: A Homeowner's Handbook for Living in Teton Valley* can be obtained.

uted by Larimer County, Colorado as *The Code of the West*. Its message about transportation is:

> 1.3 - You can experience problems with the maintenance and cost of maintenance of your road. Larimer County maintains 1103 miles of roads, but many rural properties are served by private and public roads which are maintained by private road associations. There are even some county roads that are not maintained by the county - no grading or snow plowing. There are even some public roads that are not maintained by anyone! Make sure you know what type of maintenance to expect and who will provide that maintenance.

The *Code of the West* can be found at the following web address:

http://www.co.larimer.co.us/depts/planni/online_library/code_of_the_west.htm



(Adapted from Stover & Koepke, 1988)

CHAPTER 5

Coordinating with Other Plan Components

- **Land Use**
- **Economic Development**
- **Public Facilities and Utilities**
- **Natural Resources**
- **Multi-jurisdictional Nature of Transportation – A Reminder**

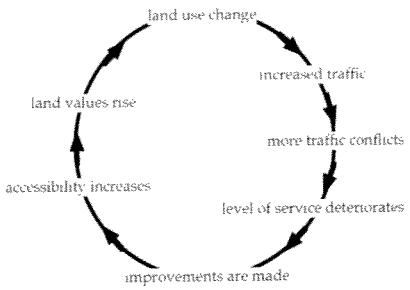
Chapter 5 Checklist

Does the transportation component of your comprehensive plan:

- ❒ consider the interrelationships between land use and transportation?
- ❒ make sure that economic-development initiatives are supported by adequate transportation facilities?
- ❒ show how the transportation needs of existing and proposed public facilities will be fulfilled?
- ❒ discuss how facilities, including schools, will be sited to avoid conflicts with major streets and highways?
- ❒ reflect coordination with school district(s) in planning school facilities and transportation routes for transporting students?
- ❒ use the natural resources, hazardous areas, and special sites components of the comprehensive plan as a basis for evaluating the environmental impacts of transportation improvements?
- ❒ reflect your city or county's involvement in multi-jurisdictional transportation planning efforts?

5. Coordinating with Other Plan Components

The local transportation system links your community's life together by providing access to different land uses and public facilities. Your comprehensive plan should reflect those linkages in close coordination among all its components.



(Adapted from Stover & Koepke, 1988)

LAND USE

Visualizing the relationship between transportation and land use as a cycle will help you understand why **the transportation and land-use components of your comprehensive plan must be developed or revised together.** The cycle begins when a change in land use generates more traffic.

Service deteriorates as traffic increases and citizens begin to complain to their elected officials about how long they had to wait to make a turn or cross the street. At some point, improvements are made (for example, a turning lane or traffic signal is added at a busy intersection, a street is widened, a bridge is replaced). But the improvements increase the accessibility of the area, thus generating a demand for more intense land use, which in turn generates more traffic, starting the cycle again.

The cycle of land-use change, deteriorating service, and improvements followed by further land-use change can happen anywhere. The impact of one small subdivision on a county that never before had to plow the road on which the subdivision is located may be just as dramatic as the impact of a shopping center on the fringe of a city. Many of the policy examples presented in Chapter 3 reflect the awareness of interrelationships between land use and transportation that should guide your city or county planning process.

ECONOMIC DEVELOPMENT

A community's transportation system is part of the framework within which its economy functions. A comprehensive plan that proposes an ambitious program of economic development may need to include an equally ambitious effort to ensure access via highways, rail lines, and air.

PUBLIC FACILITIES AND UTILITIES

Transportation interacts with other public facilities and utilities, which must be addressed in local comprehensive plans, as required by the *Local Land Use Planning Act* in Section 67-6508(c), (h), and (j), Idaho Code). (See Appendix A.) Chapter 1 emphasizes the need to involve all potentially affected service providers, including school districts and utility companies, in preparing the transportation component of your community's plan.

Schools. The city of Post Falls comprehensive plan offers this simple example of a policy that addresses one of several concerns shared by local highway jurisdictions and school districts.

> 1.6 New elementary schools should be sited so that students do not have to cross arterial streets. (page 3.6)

Other issues that should be addressed jointly by cities, counties, and school districts include the bussing needs of remote rural subdivisions and the traffic impacts of new or expanded schools.

Utilities. Utility lines often run beneath or along streets and highways, linking their maintenance and improvement with that of the transportation system. Most Idaho cities, counties, and highway districts have a working relationship with the local power, telephone, and cable-television providers who run lines in public rights of way.

The wireless telecommunications industry is a new source of requests to use rights-of-way, and one that has special status: the Telecommunications Act of 1996 (P.L. 104-104) limits local government actions that would limit competition among telecommunications services. However, the act does not prohibit reasonable local regulation of telecommunications facilities, or reasonable charges for the use of the right of way.

NATURAL RESOURCES

The improvement or construction of transportation routes and facilities can impact the environment. Information gathered for the natural resources, hazardous areas, and special areas components of the plan, as required by §67-6508(f), (g), and (k), Idaho Code, can help your community assess how its planned transportation improvements will affect productive crop and forest lands; streams and lakes; floodplains, steep slopes, hazardous areas; and historic and other special sites.

The natural-resource component of your comprehensive plan is also the place to address one of the fundamental needs of any jurisdiction that maintains trails, streets, highways, or runways: maintaining adequate sources of aggregate.

DIG LAW

A reminder: Idaho's Underground Utilities and Damage Prevention statute, commonly known as the "Dig Law" (Title 55, Chapter 22, Idaho Code) requires notification of utility companies prior to starting any excavation operations. The purpose of this statute is to prevent interruption of services caused by damage to underground utilities.

GRAVEL EXTRACTION TEAM

One natural resource of particular concern is gravel. Policies and procedures concerning site location and extraction can create discord within local communities and between governmental entities. These issues are currently being addressed by a gravel extraction team consisting of representatives from ITD, Association of Idaho Cities, Idaho Association of Counties, Local Highway Technical Assistance Council, Idaho Department of Lands, Idaho Geological Survey, Idaho Concrete and Aggregate Producers' Association, Associated General Contractors, and land-use consultants. The team has developed (1) a gravel extraction report to address the problems associated with using existing materials sources and obtaining approvals from local governments to develop new materials sources, and (2) a draft 50-year aggregate needs assessment for ITD. When this assessment is finalized, ITD will work with local governments to estimate current and projected total aggregate needs and assist in developing consistent zoning criteria and conditional-use permit standards for site selection, maintenance, operation, and reclamation of aggregate sources. Contact any ITD District Transportation Planner (See the list in Chapter 6.) for information about the team.

THE MULTI-JURISDICTIONAL NATURE OF TRANSPORTATION: A REMINDER

Chapter 1 emphasized the need for coordination in transportation planning, but it bears repeating that multi-jurisdictional planning, like the effort recently concluded by the city of Jerome, Jerome County, Hillsdale and Jerome Highway Districts, and other local service providers, will do the most to ensure that a safe and efficient transportation system is available to individual communities. Discussions among agencies and jurisdictions will also help ensure that the components of your plan effectively support one another.

CHAPTER 6

Planning Resources

- Comprehensive Plans
- Transportation Components and other Transportation Plans
- Books, Journals, Reports, and Guides
- Resource Organizations
  - State Agencies
  - Metropolitan Planning Organizations
  - Idaho Local-Government Associations
  - Regional Planning Organizations
- Internet Web Sites

6. Planning Resources

COMPREHENSIVE PLANS

American Falls - *American Falls Planning Background.*

Blaine County - *Comprehensive Plan for Blaine County*, Idaho, 1994.

Caldwell - *Caldwell Comprehensive 2000 Plan*, 1977 (with updates).

Canyon County - *Comprehensive Plan, Canyon County, Idaho: A Guide for Development into the 21st Century*, 1995 update.

Clark County - *Clark County Comprehensive Plan*, 1997.

Coeur d'Alene - *Coeur d'Alene Comprehensive Plan*, 1995.

Dubois - *Dubois Comprehensive Plan*, 1997.

Fremont County - *Fremont County Comprehensive Plan*, 1992 with 1994 and 1997 updates.

Hauser - *Hauser Lake Comprehensive Plan & Development Code*, 1993.

Kootenai County - *Kootenai County Comprehensive Plan*, 1994, in 2 parts with updates.

Lemhi County - *Lemhi County Comprehensive Plan*, 1994.

Moscow - *Draft Comprehensive Plan Amendment Update*, 1996.

Mountain Home - *Mountain Home Comprehensive Plan*, 1992.

Nampa - *Nampa Comprehensive Plan - 1994-2010*, 1994.

Post Falls - *Post Falls Comprehensive Plan*, 1996.

Power County - *Power County Comprehensive Plan*, 1994.

Salmon - *Salmon Comprehensive Plan*, 1992.

Teton County - *Teton County Comprehensive Plan: A Guide for Development 2000 and Beyond*, 1996.

Twin Falls - *Twin Falls Comprehensive Plan*, 1993.

Victor - *Planning for a Sense of Place: A Comprehensive Plan for the City of Victor*, 1992 with a 1994 update.

TRANSPORTATION COMPONENTS AND OTHER TRANSPORTATION PLANS

Canyon County - *Canyon County Transportation Plan. Working Paper #1*, 1996.

Canyon County - *Canyon County Transportation Plan. Working Paper #2*, 1996.

Idaho Transportation Department, Division of Aeronautics. *Idaho State Aviation System Plan*, Current edition is being revised.

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RESOURCE ORGANIZATIONS

State Agencies

Idaho Department of Commerce
State Data Center: Alan Porter
700 West State Street, Boise, ID 83702
P.O. Box 83720, Boise, ID 83720-0093
Phone: (208) 334-2470
Web site: www.idoc.state.id.us

Idaho State University
Center for Business Research
Director: Paul Zelus
Research and Business Park
1651 Alvin Ricken Drive, Pocatello, ID 83209
Web site: www.gemstate.net/zelus

Idaho Transportation Department (ITD)
P.O. Box 7129, Boise, ID 83707-1129
3311 W. State Street, Boise, ID 83703-5881
www2.state.id.us/itd/itdhmpg.htm

Division of Highways, Office of Highway Safety - Phone: (208) 334-4430

Division of Transportation Planning
Phone: (208) 334-8201

Division of Public Transportation
Phone: (208) 334-8875

Division of Aeronautics (Gowen Field)
P.O. Box 7129, Boise, ID 83707-1129
3483 Rickenbacker Street, Boise, ID 83705-5094
Phone: (208) 334-8775

ITD District Transportation Planners

District 1
Jim Armitage
Senior Transportation Planner
600 West Prairie, Coeur d'Alene, ID 83814-8764
Phone: (208) 772-1274

District 2
Position vacant at printing
Senior Transportation Planner
P.O. Box 837, Boise, ID 83501-0837
2600 North and South Hwy., Lewiston, ID 83501
Phone: (208) 799-4232

District 3
Position Vacant at printing
Senior Transportation Planner
P.O. Box 8028, Boise, ID 83707-2028
8150 Chinden Blvd., Boise, ID 83714-1367
Phone: (208) 334-8978

District 4
Bob Humphrey
Senior Transportation Planner
P.O. Box 2-A, Shoshone, ID 83352-0820
216 Date Street, Shoshone, ID 83352
Phone: (208) 886-7823

District 5
Judy Harmon
Senior Transportation Planner
P.O. Box 4700, Pocatello, ID 83205-4700
5151 South 5th, Pocatello, ID 83204
Phone: (208) 239-3369

District 6
Lance Holmstrom
Senior Transportation Planner
P.O. Box 97, Rigby, ID 83442-0097
206 North Yellowstone, Rigby, ID 83442
Phone: (208) 745-5608

Local Technology Assistance Program
Technology Transfer (T^2) Center
Director: John Hopkins
University of Idaho
Engineering Physics Building 115F
Moscow, ID 83844-0911
Phone: (800) 393-7289 (In-state)
(208) 885-2877 (Out-of-state)
Web site: www.uidaho.edu/ncatt/idahot2

Metropolitan Planning Organizations (MPOs)

Ada Planning Association (APA)
Executive Director: Clair Bowman
413 West Idaho, Boise, ID 83702
Phone: (208) 345-5274

Bannock Planning Organization (BPO)
Director: Mori Byington
P.O. Box 6079, Pocatello, ID 83205-6079
214 E. Center 83201, Pocatello, ID 83201
Phone: (208) 233-9322

Bonneville Metropolitan Planning Organization (BMPO)
Director: Darrell West
P.O. Box 50220, Idaho Falls, ID 83405-0220
380 Constitution Way, Idaho Falls, ID 83402
Phone: (208) 528-5530

Native American Tribal Governments

District 1
Coeur d'Alene Tribe
S 30001 Hwy. 95, Worley, ID 83876
Wally Hubbard 686-5151

Kootenai Tribe of Idaho
PO Box 1269, Bonners Ferry, ID 83805
Raymond Abraham 267-3519

District 2
Nez Perce Tribe of Idaho
PO Box 305, Lapwai, ID 83540
Samuel N. Penney 843-7342

District 3
Shoshone-Paiute Tribes
PO Box 219, Owyhee, NV 89832
Edith Manning 752-3211

District 5
Shoshone-Bannock Tribes
PO Box 808, Fort Hall, ID 83203
Sherwin Racehorse 238-3700

Idaho Local Government Associations

Association of Idaho Cities (AIC)
Executive Director: Ken Harward
3314 Grace Street, Boise, ID 83703
Phone: (208) 344-8594
Web Site: www.aosys.com/governet/id/aic/aic.html

Idaho Association of Counties (IAC)
Executive Director: Dan Chadwick
700 W. Washington, Boise, ID 83702
Phone: (208) 345-9126
Web Site: www.idcounties.org

Idaho Association of Highway Districts, Inc. (IAHD)
Executive Director: Stuart Davis
1436 Bannock Street, Boise, ID 83702
Phone: (208) 345-5214

Local Highway Technical Assistance Council (LHTAC)
Administrator: Joseph K. Haynes
1436 Bannock Street, Boise, ID 83702
Phone: (800) 259 6841 (208) 344-0789
Web Site: www.lhtac.org

Regional Planning Organizations

Region I
Panhandle Area Council
Executive Director: James Deffenbaugh
11100 Airport Drive, Hayden, ID 83835
Phone: (208) 772-0584

Region II
Clearwater Economic Development Association
Executive Director: Ralph A. Marshall
1626 6th Avenue N., Lewiston, ID 83501
Phone: (208) 746-0015

Region III
Idaho-Ore Planning & Development Association,
Executive Director: Phil Choate
10624 W. Executive Drive, Boise, ID 83704
Phone: (208) 322-7033

Region IV
Region IV Development Association
Executive Director: Joseph Herring
P.O. Box 5079, Twin Falls, ID 83303-5079
315 Falls Ave, Twin Falls, ID 83303
Phone: (208) 732-5727

Region V
Southeast Idaho Council of Governments,
Executive Director: Chuck Prince
214 E. Center, Pocatello, ID 83201
Phone: 233-4032

Bear Lake Regional Commission
Executive Director: Allen Harrison
P.O. Box Box 26, Fish Haven, ID 83287
2661 U.S. 89, Fish Haven, ID 83287
Phone: (208) 945-2333

Region VI
East Central Idaho Planning & Development Association
Executive Director: Jeff Summers
310 North 2nd East, Rexburg, ID 83440
Phone: (208) 356-4524

OTHER INTERNET WEB SITES

Idaho Transportation Topics
www2.state.id.us/home/transport/htm

Larimer County, Colorado
Code of the West -
www.co.larimer.co.us/depts/planni/online_library/code_of_the_west.htm
Planning Department -
www.co.larimer.co.us/planning
Virtual Courthouse - www.co.larimer.co.us

State of Idaho home page
www2.state.id.us

U.S. Department of Commerce
Bureau of the Census
www.census.gov

U.S. Department of Transportation
Federal Highway Administration
www.fhwa.dot.gov (Many documents available)

Appendix A - Excerpt from the Local Land Use Planning Act of 1975

APPENDIX A - Excerpt from the Local Land Use Planning Act of 1975

Title 67, Chapter 65 of the Idaho Code, the Local Land Use Planning Act of 1975 requires Idaho cities and counties to have a comprehensive plan. See §67-6503 and §67-6508 of the Idaho Code. §67-6508, which lists the components that must be in a comprehensive plan, including the transportation component, is reproduced in this appendix.

67-6508. Planning Duties. — It shall be the duty of the planning or planning and zoning commission to conduct a comprehensive planning process designed to prepare, implement, and review and update a comprehensive plan, hereinafter referred to as the plan. The plan shall include all land within the jurisdiction of the governing board. The plan shall consider previous and existing conditions, trends, desirable goals and objectives, or desirable future situations for each planning component. The plan with maps, charts, and reports shall be based on the following components as they may apply to land-use regulations and actions unless the plan specifies reasons why a particular component is unneeded.

(a) Property Rights — An analysis of provisions which may be necessary to insure that land-use policies, restrictions, conditions and fees do not violate private property rights, adversely impact property values or create unnecessary technical limitations on the use of property and analysis as prescribed under the declarations of purpose in Chapter 80, title 67, Idaho Code.

(b) Population — A population analysis of past, present, and future trends in population including such characteristics as total population, age, sex, and income.

(c) School Facilities and Transportation — An analysis of public school capacity and transportation considerations associated with future development.

(d) Economic Development — An analysis of the economic base of the area including employment, industries, economies, jobs, and income levels.

(e) Land Use — An analysis of natural land types, existing land covers and uses, and the intrinsic suitability of lands for uses such as agriculture, forestry, mineral exploration and extraction, preservation, recreation, housing, commerce, industry, and public facilities. A map shall be prepared indicating suitable projected land uses for the jurisdiction.

(f) Natural Resource — An analysis of the uses of rivers and other waters, forests, range, soils, harbors, fisheries, wildlife, minerals, thermal waters, beaches, watersheds, and shorelines.

(g) Hazardous Areas — An analysis of known hazards as may result from susceptibility to surface ruptures from faulting, ground shaking, ground failure, landslides or mudslides; avalanche hazards resulting from development in the known or probable path of snowslides and avalanches, and floodplain hazards.

(h) Public Services, Facilities, and Utilities — An analysis showing general plans for sewage, drainage, power plant sites, utility transmission corridors, water supply, fire stations and fire fighting equipment, health and welfare facilities, libraries, solid waste disposal sites, schools, public safety facilities and related services. The plan may also show locations of civic centers and public buildings.

(i) Transportation — An analysis, prepared in coordination with the local jurisdiction(s) having authority over the public highways and streets, showing the general locations and widths of a system of major traffic thoroughfares and other traffic ways, and of streets and the recommended treatment thereof. This component may also make recommendations on building line setbacks, control of access, street naming and numbering, and a proposed system of public or other transit lines and related facilities including rights-of-way, terminals, viaducts, and grade separations. The component may also include port, harbor, aviation, and other related transportation facilities.

(j) Recreation — An analysis showing a system of recreation areas, including parks, parkways, trailways, river bank greenbelts, beaches, playgrounds, and other recreation areas and programs.

(k) Special Areas or Sites — An analysis of areas, sites or structures of historical, archeological, architectural, ecological, wildlife, or scenic significance.

(l) Housing — An analysis of housing conditions and needs; plans for improvement of housing standards; and plans for the provision of safe, sanitary, and adequate housing, including the provision for low-cost conventional housing, the siting of manufactured housing and mobile homes in subdivisions and parks and on individual lots which are sufficient to maintain a competitive market for each of those housing types and to address the needs of the community.

(m) Community Design — An analysis of needs for governing landscaping, building design, tree planting, signs, and suggested patterns and standards for community design, development, and beautification.

(n) Implementation — An analysis to determine actions, programs, budgets, ordinances, or other methods including scheduling of public expenditures to provide for the timely execution of the various components of the plan.

Nothing herein shall preclude the consideration of additional planning components or subject matter.

APPENDIX B - TRANSPORTATION TERMINOLOGY

Acronyms

AADT - Average Annual Daily Traffic

AASHTO - American Association of State Highway and Transportation Officials

ADA - Americans with Disabilities Act

ADT - Average Daily Traffic

AIC - Association of Idaho Cities

APA - Ada Planning Association

BPO - Bannock Planning Organization

BMPO - Bonneville Metropolitan Planning Organization

CAAA - Clean Air Act Amendments of 1990 (Federal)

CARS - Crash Analysis Reporting System

CFR - Code of Federal Regulations

CIP - Capital Improvements Plan

CMAQ - Congestion Mitigation and Air Quality

DEQ - Department of Environmental Quality (Idaho)

FAA - Federal Aviation Administration

FTA - Federal Transit Administration

FHWA - Federal Highway Administration (US Department of Transportation)

HOV - High Occupancy Vehicle

IAC - Idaho Association of Counties

IAHD - Idaho Association of Highway Districts

ISPWC - Idaho Standards for Public Works Construction

ISTEA - Intermodal Surface Transportation Efficiency Act

ITD - Idaho Transportation Department

ITE - Institute of Transportation Engineers

ITP - Idaho Transportation Plan (Long-range, 20-year)

ITS - Intelligent Transportation System

LHTAC - Local Highway Technical Assistance Council

LOS - Level of Service

MPO - Metropolitan Planning Organization

MTIP - Metropolitan Transportation Improvement Program

MUTCD - Manual on Uniform Traffic Control Devices

NHS - National Highway System

PMS - Pavement Management System

PTAC - Public Transportation Advisory Council (State)

RHF - Restricted Highway Fund

RPTA - Rural Public Transportation Authority

RPTAC - Rural Public Transportation Advisory Council (Regional)

SIP - State Implementation Plan

STIP - Statewide Transportation Improvement Program

TCM - Transporation Control Measures

TDM - Transporation Demand Management

TIP - Transportation Improvement Program

TSM - Transporatation System Management

VMT - Vehicle Miles of Travel

Glossary

Access Management - Access management is the process that provides for and manages access to land and land developments adjacent to a road system, while simultaneously preserving the flow of traffic on the road system in terms of safety, capacity, and speed. Control of access spacing and design, roadway functional classification, and preservation of roadway capacity are used to develop an access-management system that provides for an acceptable balance of access and mobility.

Arterial - An arterial is one of the functional classes in a functional classification scheme used to characterize roads and streets in a roadway network. Highways classified as arterials in rural areas provide intercounty, statewide, and interstate routes, generally linking cities, larger towns, and other major traffic generators. In urban areas, arterials generally serve the major centers of activity and link collector roads. In both rural and urban areas, arterials have a high level of traffic mobility and a low level of access to land.

Collector - A collector is one of the functional classes in a functional classification scheme used to characterize roads and streets in a roadway network. Highways classified as collectors in rural areas serve primarily intracounty or regional, rather than statewide travel and consist of routes on which route distances are generally shorter than on arterial routes. In both urban and rural areas, collectors provide a medium level of traffic mobility and medium level of access to land.

Comprehensive Plan - A comprehensive plan is local planning document prepared by cities and counties. Comprehensive plans are required by the Local Land Use Planning Act of 1975, Title 67, Chapter 65, Idaho Code. The plan includes existing conditions, trends, goals and objectives, and desirable future situations for each of the 14 planning components to be included in the plan: property rights, population, school facilities and transportation, economic development, land use, natural resources, hazardous areas, public services, facilities, and utilities, transportation, recreation, special areas or sites, housing, community design, and implementation.

Corridor - A corridor is a broad geographic area, defined by logical, existing and forecasted travel patterns served by various modal transportation systems that provide important connections within and between regions of the state for people, goods, and services. (As defined by the Idaho Transportation Department's *Idaho Corridor Planning Guidebook.*) Travel within the corridor may include vehicular, rail, transit, water, air, or non-motorized.

Corridor Plan - A corridor plan is a long-range plan that defines a comprehensive package of recommendations for managing and improving transportation facilities and services within and along a transportation corridor using a 20-year planning horizon. (As defined by the Idaho Transportation Department's *Idaho Corridor Planning Guidebook.*)

Corridor Planning - Corridor planning is a collaborative process involving the state, local governments, and citizens whereby transportation facilities and services within a corridor are examined, analyzed, and evaluated, and long-term management and improvement policies, goals, and strategies are established. (As defined by the Idaho Transportation Department's *Idaho Corridor Planning Guidebook.*)

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Corridor Planning Guidebook - A corridor planning guidebook is a guidebook that has been adopted by the Idaho Transportation Board and is designed to assist Idaho Transportation Department (ITD) staff, in close cooperation with local governments to develop plans for transportation corridors. The comprehensive, long-range planning process described in the guidebook is designed to integrate transportation planning with land-use planning, and to coordinate local and state transportation planning efforts.

Crash Analysis Reporting System (CARS) - The CARS is a motor-vehicle collisions, statistical database consisting of reports filed by law-enforcement officers for any accident that occurred on a public roadway and involved death, injury, or property damage exceeding $750.00. The database is managed by the Idaho Transportation Department Office of Highway Safety.

Functional Classification - Functional classification is the type of service to be provided by various highways in a highway network. The function or type of service a particular road or street provides in the roadway network is defined in terms of the degree of access to adjacent land or mobility along the roadway it provides and particularly in the case of rural highways, the geography it should serve. Functional classification affects other features of the roadway network, such as roadway design, acceptable levels of service, and designated speed. Rural classifications include rural interstate, principal arterial, minor arterial, major collector, minor collector, and local. Urban classifications include urban interstate, principal arterial, minor arterial, collector, and local. For a comprehensive discussion of functional classification, refer to *Highway Functional Classification: Concepts, Criteria and Procedures* (U.S. Department of Transportation, Federal Highway Administration: Publication No. FHWA-ED-90-006, 1989) and *A Policy on Geometric Design of Highways and Streets,* "Chapter 1, Highway Functions" (American Association of State Highway and Transportation Officials (AASHTO), 1990)

Highways - Highways are roads, streets, alleys, and bridges laid out or established for the public or dedicated or abandoned to the public. (As defined by Section 40-109, Idaho Code.) Culverts, sluices, drains, ditches, waterways, embankments, retaining walls, bridges, tunnels, grade separation structures, roadside improvements, adjacent lands or interests lawfully acquired, pedestrian facilities, and any other structures, works or fixtures incidental to the preservation or improvement of the highways are included in the definition of highways. The definition also extends to roads laid out and recorded as highways, by order of a board of commissioners, and all roads used as such for a period of five (5) years, provided they shall have been worked and kept up at the expense of the public, or located and recorded by order of a board of commissioners.

Highway Distribution Account - The highway distribution account is a state treasury account established according to the provisions of Section 40-701, Idaho Code. The account contains approximately 81.4% of all highway-user revenue. Revenue from the Highway Distribution Account is distributed as follows: 5.4% to the Idaho State Police; 35.77% to cities, counties, and highway districts; and 58.83% to ITD.

Highway District - A highway district is a special-purpose district established under the authority of Title 40, Chapter 13, Idaho Code, and governed by commissioners elected under the provisions Title 40, Chapter 13, Idaho Code. Among other provisions, Title 40, Chapter 13, Idaho Code, provides for the powers and duties of highway district commissioners, which include exclusive general supervision and jurisdiction over all highways within their highway system.

Highway Performance Monitoring System (HPMS) - The HPMS is the state and federal analysis system used by the Federal Highway Administration (FHWA) to provide information on the extent and physical condition of state and federal highway networks.

Highway-user Revenue - Highway-user revenue is revenue generated from the imposition of fees and taxes upon vehicles, motor fuels, drivers, trucks, and other elements of highway use. Idaho examples include motor-vehicle fuel taxes, vehicle registrations, and weight-distance taxes. In Idaho, fuel taxes are collected from the fuel distributor, rather than at the fuel pump, and registration fees are collected face-to-face by ITD or county personnel and by mail. Highway-user revenue is distributed through the Highway Distribution Account and the Restricted Highway Fund. It consists of approximately 70% fuel tax and 30% vehicle registration fees.

Idaho Transportation Board - The Idaho Transportation Board is a board created by Title 40, Chapter 3, Idaho Code, and given the authority to control, supervise, and administer the Idaho Transportation Department. Title 40, Chapter 3, Idaho Code, specifies the board's composition, provides for the appointment of board members, and describes the powers and duties of the board.

Intermodal - Intermodal refers to the connecting and accommodating transfers between different modes of transportation.

Level of Service (LOS) - Level of service is a scale of values, with designations "A" through "F," that describe degrees of roadway congestion, or interference with the normal free flow of traffic. LOS "A" indicates absence of congestion or free traffic flow at design speed, while LOS "F" indicates a congested condition where traffic flow is seriously restricted and travel speeds are significantly below design speed. Level of service is sometimes expressed in terms of a roadway volume to capacity (v/c) ratio.

Local Highway Jurisdiction - A local highway jurisdiction is any city, county, or highway district that has jurisdiction over a highway system.

Local Land Use Planning Act of 1975 - Local Land Use Planning Act of 1975 is the designated short title of Title 67, Chapter 65, Idaho Code. Generally, the act requires the exercise of planning and zoning authority by Idaho cities and counties and establishes the legal framework for those activities in the state of Idaho.

Local Road - A local road is one of the functional classes in a functional classification scheme used to characterize streets in a roadway network. In both rural and urban systems, roads classified as local provide access primarily to adjacent land and roads of higher classification and provide for travel over relatively short distances when compared to collectors of higher classifications. Local roads offer the lowest level of mobility.

Management System - A management system is a systematic process that produces information designed to assist decision makers in selecting cost-effective strategies and actions to improve the efficiency, enhance the safety, and protect the investment in transportation infrastructure. Management-system process includes identification of performance measures, collection and analysis of data, determination of needs, selection of strategies and actions to address identified needs, and evaluation of the effectiveness of implemented strategies and actions. A management system can be as simple or complex as the users' needs demand.

Metropolitan Planning Organization (MPO) - A MPO is a transportation-planning organization formed according to the requirements of federal legislation and regulation, and designated by the state governor for the coordination of transportation planning and decision making among units of government in urbanized areas.

Mode - A mode is a means of transportation or a means of moving people and goods from their origin to their destination. The term is commonly used to refer to both the means itself and the infrastructure that supports the means, such as passenger vehicles or highways, walking and bicycling or pedestrian and bicycling facilities, trucks or freight, rail travel or railroads, public transportation or transit, and the like.

Multimodal - Multimodal means more than one mode of travel or transportation.

National Highway System - The National Highway System is a system of highways designated and approved by Congress and the President in November 1995 according to the provisions of 23 U.S.C. 103(b).

Pavement Management System (PMS) - The PMS is a systematic process that provides, analyzes, and summarizes pavement information for use in selecting and implementing cost-effective pavement construction, rehabilitation, and maintenance programs and projects.

Ports of Entry (POE) - A POE is a state-operated facilities where vehicle inspections (used as a basis for assessing taxes and preserving highway safety) are conducted.

Public Street - A public street is a road, thoroughfare, alley, highway, or bridge under the jurisdiction of a public highway agency. [Section 50-1301(12), Idaho Code]

Public Transportation - Public transportation is any form of publicly supported surface transportation services or facilities that are publicly or privately owned and operated and available on a regular or continuing basis. (As defined by the *Idaho Statewide Public Transportation Needs and Benefits Study*.) Services may include, but are not limited to, fixed route, deviated fixed route, demand response, rideshare (carpool or vanpool), intercity, and organized volunteer.

Restricted Highway Fund - The Restricted Highway Fund is a state treasury account established under the provisions of Section 40-701A, Idaho Code. It contains approximately 18.6% of all Highway-user revenue. Fifty percent of the Restricted Highway Fund revenue is apportioned to cities, counties, and highway districts and 50% to ITD.

Rural Public Transportation Authority (RPTA) - An RPTA is a single governmental agency oriented entirely toward public transportation needs within each county or region, and to provide public-transportation services, encourage private transportation programs, and coordinate both public and private transportation programs, services, and support functions. (According to Chapter 21, Title 40, Idaho Code, which authorizes the formation of RPTAs.)

Safety-Management System - A safety management system is a systematic process for reducing the number and severity of traffic crashes. Opportunities to improve highway safety are identified, considered, implemented as appropriate, and evaluated in all phases of highway planning, design, construction, maintenance, and operation.

State Highway System - The State Highway System is the principal highway arteries in the state, including connecting arteries and extensions through cities, and includes roads to every county seat in the state (Idaho Code, Section 40-120 (4)).

State Implementation Plan (SIP) - A SIP is the portions(s) of an implementation plan (or its most recent revision(s) approved or promulgated under Sections 110, 301(s), and 175A of the Clean Air Act (42 U.S.C. 7409, 7601, and 7505a).

Statewide Transportation Improvement Program (STIP) - The STIP is Idaho's official 3-year, multi-modal program of federally-funded transportation projects that are consistent with the goals of the Statewide Transportation Plan (STP) and Metropolitan Planning Organizations (MPOs) Transportation Improvement Programs (TIPs - also known as MTIPs) and long-range transportation plans.

Street - A street is a road, thoroughfare, alley, highway, or a right of way which may be opened for public use but is not a part of a public highway system nor under the jurisdiction of a public highway agency. [Section 15-1301(15), Idaho Code]

Transportation Demand Management (TDM) - TDM is a process whereby measures designed to maximize the people-moving capacity of a transportation system are identified and adopted. Examples include incentives to increase the number of persons in each vehicle, such as High Occupancy Vehicle (HOV) lanes, measures to reduce peak traffic volumes by influencing time of travel or the need to travel, and the like.

Transportation System Management (TSM) - a set of actions designed to achieve short-range, cost effective transportation improvements. There are four categories of improvements: (1) improve the efficiency of an existing highway network; (2) reduce vehicle use in congested areas; (3) improve transit services; and (4) improve internal transit management efficiency. TSM programs have been prescribed elements of Transportation Improvement Programs (TIPs) in urbanized areas since 1975.

Travel-Demand Forecasting - Travel demand forecasting is a systematic process, usually involving the use of a computerized travel-demand model, for predicting future traffic volumes and the distribution of future traffic volumes in a defined geographic area. Predicted traffic volumes are usually expressed as total vehicular travel, but some computerized models are capable of distinguishing between different transportation modes.

Appendix C - A Public Participation Plan

PUBLIC PARTICIPATION PLAN

CITY OF HAUSER

COMPREHENSIVE PLAN AND LAND DEVELOPMENT ORDINANCE PROGRAM

July 30, 1992

Prepared by:
City of Hauser Planning & Zoning Commission
with assistance from
Abby Byrne and Robin Bekkedahl
Consulting Planners

OVERVIEW

The fundamental justification for public involvement in community affairs is the premise that, in a democracy, people have the right to participate in decisions that will affect them.

The City of Hauser Planning and Zoning Commission has developed this plan to assure opportunities for public participation in the production of the city's new comprehensive plan and land development ordinance. The plan describes public participation goals and specific methods to accomplish the goals. It also lists stakeholders who are important to include in the planning process. It is divided into two distinct steps.

STEP 1, Proactive Planning, stresses two-way communication and offers residents and property owners several different means to express their ideas and concerns as well as suggest alternatives for the future of the community. Step 1 also provides for information sharing about planning activities. All the activities in Step 1 will be completed by the end of September.

STEP 2, Community Consultation, is more formal and involves review and comment on draft documents. It is anticipated that the planning and zoning commission will set a schedule for public review of the comprehensive plan and land development ordinance hearing draft early in 1993. Review of a beginning draft will be conducted during planning and zoning commission meetings this fall. An initial review of this draft will also be conducted by the project funding agencies, the Panhandle Health District and the Division of Environmental Quality, Idaho Department of Health and Welfare, before the end of the year.

GOALS

The planning and zoning commission intends that its public participation activities inform and educate the community. The planning and zoning commission, in turn, will be informed and educated by the community.

Overall Goal for Public Participation

APPROVAL OF A COMPREHENSIVE PLAN AND LAND DEVELOPMENT ORDINANCE FOR THE CITY OF HAUSER AND AREA OF CITY IMPACT.

"The more input we receive the more workable our plan will be. If people are able to participate, share his/her ideas, it will establish teamwork and people will be more willing to accept the plan."

Information/Education Goals

Awareness to the community, get people to understand why we exist in a positive way

Identify why P&Z feels need for local control

Education about controlled growth

Interactive Goals

People to tell us (P&Z) what they envision in the future

Reach as many different types of people as possible

Include information for long range plans for future development

Learn community values and concerns about environmental impact on our natural habitat

Find out what people are upset about, their concerns

Engender a spirit of neighborly concern

STAKEHOLDERS

People who need to participate in developing and reviewing community plans and ordinances:

RESIDENTS OF BOTH CITY AND COUNTY IN AND AROUND HAUSER LAKE: ANYONE IN THE AREA OF CITY IMPACT.

- Business Owners
- Property Owners
- Home Owners
- Renters
- Farmers
- Community Leaders
- Timber Owners
- Recreationists
- Agencies

METHODS

The methods to implement this plan were selected by the planning and zoning commission based on five criteria:

- •accomplish the participation goals
- •cost
- •consultant time to help
- •P&Z Commission members time available to carry out each method
- •overall project deadline commitments to funding sources

STEP 1

Method #1: LISTENING POST

The listening post is a way to develop interest as well as listen to people's ideas and concerns. The planning and zoning commission has organized a listening post for the Hauser Lake Celebration, August 9th from 1:30 to 5 p.m. People can stop by and identify their favorite place in the community on a stick map, voice concerns, and learn about the planning process. Comments will be recorded or, if folks prefer, they can fill out a simple 8.5 by 11 handout. Data collected at the listening post will be collated and used both to frame focus questions in subsequent activities and in plan preparation.

Method #2: VISIT WITH CONSULTANTS

The consultant team will be available at the Hauser City Hall from 3 to 7 p.m. Monday, August 10th to listen to community ideas and concerns. This method allows people to talk one on one, ask technical questions, and bring up issues they may not wish to discuss in an open forum. It is also a good way to build trust and confidence in the consulting team. Data collected will be summarized and returned to the planning and zoning commission to aid in decision making.

Method #3: A PLANNING AND ZONING WORKSHOP

An education/information workshop, open to everyone, will be conducted by the consulting team Tuesday evening at 7 p.m., August 11th, at city hall. This workshop is designed to inform the community on legal aspects of planning in Idaho and the role of the planning and zoning commission. There will be a chance to look at a series of slides which illustrate potential outcomes of as hoc development and present development alternatives. Time is also planned for participants to ask questions and the consultants to ask for information from the community. There will be an opportunity for folks who missed the listening post to identify their favorite place and fill out the handout. To increase interest and publicity, the press will be individually invited to the workshop.

Method #4: COMMUNITY DESIGNED QUESTIONNAIRE

The last method the planning and zoning commission will use in Step 1 is an informal survey technique. This is a community based activity planned and directed by Planning and Zoning Commissioners. It is very important to stress that this method is not a typical canned consultant survey. First, a sub-committee will design a short (8.5 x 14 sheet folded to 4 sides) questionnaire. This questionnaire will be hand delivered to over 450 residences and businesses along with the community newsletter at the end of August. In addition, the questionnaire will be personally delivered to large business owners or managers. The questionnaire will be picked up 2 to 3 days after delivery. The data will be collated and used in forming plan policies. The planning and zoning commission will place a report of results on their September meeting agenda.

STEP 2

This step provides for community and agency consultation in early 1993 when a detailed schedule will be announced for review and comment on the hearing draft comprehensive plan and land development ordinance.

APPENDIX D - FUNCTIONAL CLASS DEFINITIONS

APPENDIX D - Functional Class Definitions

This appendix consists of excerpts from *Highway Functional Classification: Concepts, Criteria, and Procedures*, a 1989 publication of the U. S. Department of Transportation, Federal Highway Administration. It begins with the definitions used to distinguish rural and urban areas in functional classification.

Urban areas are defined in Federal-aid highway law (Section 101 of Title 23, U.S. Code) as follows:

> "The term 'urban area' means an urbanized area or, in the case of an urbanized area encompassing more than one State, that part of the urbanized area in each such State, or an urban place as designated by the Bureau of the Census having a population of five thousand or more and not within any urbanized area, within boundaries to be fixed by responsible State and local officials in cooperation with each other, subject to approval by the Secretary. Such boundaries shall, as a minimum, encompass the entire urban place designated by the Bureau of the Census."

For clarity and simplicity this reference manual will use the following terminology, which is consistent with the above definition.

Small urban areas are those urban places, as designated by the Bureau of the Census having a population of five thousand (5,000) or more and not within any urbanized area.

Urbanized areas are designated as such by the Bureau of the Census.

Rural areas comprise the areas outside the boundaries of small urban and urbanized areas, as defined above.

Here are the official definitions of the functional classes used by the Federal Highway Administration and ITD. Consult the Highway Functional Classification for more details and the procedures recommended for assigning roads to the classes.

FUNCTIONAL SYSTEM CHARACTERISTICS

The following pages are devoted to separate descriptions of the characteristics of the basic functional systems and their subsystems for (1) rural areas, (2) urbanized areas, and (3) small urban areas. The primary functional categories used for each of the three area types are presented in Table 11-1.

Table 11-1— The Hierarchy of functional systems

Rural areas	Urbanized areas	Small urban areas
Principal arterials	Principal arterials	Principal arterials
Minor arterial roads	Minor arterial streets	Minor arterial streets
Collector roads	Collector streets	Collector streets
Local roads	Local streets	Local streets

Since there is a wide variation in the characteristics and magnitude of service provided by each of these basic functional systems, further stratification of routes in these systems is prescribed to ensure greater adaptability for subsequent use. In rural areas, routes on the principal arterial system are subclassified as Interstate and other principal arterials; and routes on the collector road system are subclassified as major collector roads and minor collector roads. In urbanized and small urban areas, the routes on the principal arterial system are subclassified as Interstate, other freeways and expressways, and other principal arterials.

Functional System for Rural Areas

Rural roads consist of those facilities that are outside of small urban and urbanized areas, as previously defined. They are classified into four major systems: Principal arterials, minor arterial roads, major and minor collector roads, and local roads.

Rural principal arterial system

The rural principal arterial system consists of a connected rural network of continuous routes having the following characteristics:

1. Serve[1] corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel.

2. Serve all, or virtually all, urban areas of 50,000 and over population and a large majority of those with population of 25,000 and over.

3. Provide an integrated network without stub connections except where unusual geographic or traffic flow conditions dictate otherwise (e.g., international boundary connections and connections to coastal cities).

In the more densely populated States, this system of highway may not include all heavily traveled routes which are multi-lane facilities. It is likely, however, that in the majority of States the principal arterial system will include all existing rural freeways.

The principal arterial system is stratified into the following two subsystems:

Interstate System.—The Interstate System consists of all presently designated routes of the Interstate System.

Other principal arterials.—This system consists of all non-Interstate principal arterials.

Rural minor arterial road system

The rural minor arterial road system should, in conjunction with the principal arterial system, form a rural network having the following characteristics:

1. Link cities and larger towns[2] (and other traffic generators, such as major resort areas, that are capable of attracting travel over similarly long distances) and form an integrated network providing interstate and intercounty service.

2. Be spaced at such intervals, consistent with population density, so that all developed areas of the State are within a reasonable distance of an arterial highway.

3. Provide (because of the two characteristics defined immediately above) service to corridors with trip lengths and travel density greater than those predominantly served by rural collector or local systems. Minor arterials therefore constitute routes whose design should be expected to provide for relatively high overall travel speeds, with minimum interference to through movement.

Rural collector road system

The rural collector routes generally serve travel of primarily intracounty rather than statewide importance and constitute those routes on which (regardless of traffic volume) predominant travel distances are shorter than on arterial routes. Consequently, more moderate speeds may be typical, on the average.

In order to define more clearly the characteristics of rural collectors, this system should be subclassified according to the following criteria:

> Major collector roads.—These routes should: (1) Provide service to any county seat not on an arterial route, to the larger towns not directly served by the higher systems, and to other traffic generators of equivalent intracounty importance, such as consolidated schools, shipping points, county parks, important mining and agricultural areas, etc.; (2) link these places with nearby larger towns or cities, or with routes of higher classification; and (3) serve the more important intracounty travel corridors.
>
> Minor collector roads.—These routes should: (1) Be spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road; (2) provide service to the remaining smaller communities; and (3) link the locally important traffic generators with their rural hinterland.

Rural local road system

The rural local road system should have the following characteristics: (1) Serve primarily to provide access to adjacent land; and (2) provide service to travel over relatively short distances as compared to collectors or other higher systems. Local roads will, of course, constitute the rural mileage not classified as part of the principal arterial, minor arterial, or collector systems.

Extent of rural systems THIS SECTION IS NOT INCLUDED IN THESE EXCERPTS

Functional Systems in Urbanized Areas

The four functional systems for urbanized areas are urban principal arterials, minor arterial streets, collector streets, and local streets. The differences in the nature and intensity of development between rural and urban areas cause these systems to have characteristics that are somewhat different from the correspondingly named rural systems.

Urban principal arterial system

In every urban environment there exists a system of streets and highways which can be identified as unusually significant to the area in which it lies in terms of the nature and composition of travel it serves. In smaller urban areas (under 50,000) these facilities may be very limited in number and extent and their importance may be primarily derived from the service provided to travel passing through the area. In larger urban areas their importance also derives from service to rural oriented traffic, but equally or even more important, from service for major movements within these urbanized areas.

This system of streets and highways is the urban principal arterial system and should serve the major centers of activity of a metropolitan area, the highest traffic volume corridors, and the longest trip desires; and should carry a high proportion of the total urban area travel on a minimum of mileage. The system should be integrated, both internally and between major rural connections.

The principal arterial system should carry the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central city. In addition, significant intra-area travel, such as between central business districts and outlying residential areas, between major inner city communities, or between major suburban centers should be served by this system. Frequently the principal arterial system will carry important intraurban as well as intercity bus routes. Finally, this system in small urban and urbanized areas should provide continuity for all rural arterials which intercept the urban boundary.

Because of the nature of the travel served by the principal arterial system, almost all fully and partially controlled access facilities will be part of this functional system. However, this system is not restricted to controlled access routes. In order to preserve the identification of controlled access facilities, the principal arterial system is stratified as follows: (1) Interstate, (2) other freeways and expressways, and (3) other principal arterials (with no control of access).

The spacing of urban principal arterials will be closely related to the trip-end density characteristics of particular portions of the urban areas. While no firm spacing rule can be established which will apply in all, or even most circumstances, the spacing of principal arterials (in larger urban areas) may vary from less than one mile in the highly developed central business areas to five miles or more in the sparsely developed urban fringes.

For principal arterials, the concept of service to abutting land should be subordinate to the provision of travel service to major traffic movements. It should be noted that only facilities within the "other principal arterial" system are capable of providing any direct access to adjacent land, and such service should be purely incidental to the primary functional responsibility of this system.

Urban minor arterial street system

The minor arterial street system should interconnect with and augment the urban principal arterial system and provide service to trips of moderate length at a somewhat lower level of travel mobility than principal arterials. This system also distributes travel to geographic areas smaller than those identified with the higher system.

The minor arterial street system includes all arterials not classified as a principal and contains facilities that place more emphasis on land access than the higher system, and offer a lower level of traffic mobility. Such facilities may carry local bus routes and provide intra-community continuity, but ideally should not penetrate identifiable neighborhoods. This system should include urban connections to rural collector roads where such connections have not been classified as urban principal arterials.

The spacing of minor arterial streets may vary from 1/8 - 1/2 mile in the central business district to 2 - 3 miles in the suburban fringes, but should normally be not more than 1 mile in fully developed areas.

Urban collector street system

The collector street system provides both land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. It differs from the arterial system in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination. Conversely, the collector street also collects traffic from local streets in residential neighborhoods and channels it into the arterial system. In the central business district, and in other areas of like development and traffic density, the collector system may include the street grid which forms a logical entity for traffic circulation.

Urban local street system

The local street system comprises all facilities not on one of the higher systems. It serves primarily to provide direct access to abutting land and access to the higher order systems. It offers the lowest level of mobility and usually contains no bus routes. Service to through traffic movement usually is deliberately discouraged.

Extent of mileage and travel on urban systems THIS SECTION IS NOT INCLUDED IN THESE EXCERPTS

Functional System for Small Urban Areas

The systems and their characteristics listed for urbanized areas are also generally applicable to small urban areas. The basic difference is that, by nature of their size, many small urban areas will not generate internal travel warranting urban principal arterial service.

Thus the principal arterial system for small urban areas will largely consist of extensions of rural arterials into and through the areas. In many instances, these extensions will be located so as to relieve critical sections of the street system while providing efficient movement of travel around (e.g., bypasses) and through the area. The larger urban areas within this population group, particularly those above 25,000 population, may have major activity centers which warrant principal arterial service in addition to that provided by extensions of rural arterials.

The characteristics for the minor arterial street systems, collector street systems, and local street systems in small urban areas are similar to those for urbanized areas.

Special Urban-Rural Identification

The criteria in this section define urban and rural streets and highways according to their functional character. To assure continuity of the rural arterial systems through urban areas, it is desirable to doubly identify (as indicated below) the urban arterials which form connecting links of the rural arterials. The term "connecting links" means those urban routings which will provide rural-to-rural continuity for the rural arterial systems. A connecting link may traverse the urban area from one boundary to another, or may simply connect to another previously delineated connecting link. (The mileage of any connecting link should not be included more than once.) The necessary continuity may be provided by loop or bypass routes. It is recommended that the identification be made after both the urban and rural functional classifications have been accomplished.

As specified in the systems characteristics in this section, connecting links for the rural principal and minor arterial systems will be on the urban principal arterial system (continuity for the rural Interstate will, of course, be provided by urban Interstate). Connecting links for rural principal arterials should be identified prior to selecting those for minor arterials. The routing of the connecting link for a rural principal arterial should normally be fairly direct, while that for a rural minor arterial may involve some indirection of travel.

The following categories are to be used in identifying these connecting links on the urban principal arterial system:

1. Other freeways and expressways:

   Connecting links of non-Interstate rural principal arterials
   Connecting links of rural minor arterials

2. Other urban principal arterials:

   Connecting links of other rural principal arterials
   Connecting links of rural minor arterials

APPENDIX E - CHAPTER CHECKLISTS

Chapter 1 Checklist

Does your transportation planning effort:

- ❒ cover an area large enough to include the major local traffic generators and major transportation facilities that serve the community?
- ❒ include all affected jurisdictions (cities, counties, highway districts, school districts, tribal governments, state and federal agencies)?
- ❒ include all other affected agencies, service providers, organizations, and businesses?

Is your public involvement program designed to:

- ❒ get everyone "on the same page" from the beginning?
- ❒ provide opportunities for citizens to be involved in every phase of the process?
- ❒ produce specific results, using techniques that ensure everyone can be effectively involved?
- ❒ produce useful results, while retaining the flexibility needed to respond to the community's concerns?
- ❒ provide rapid feedback to the public?

Chapter 2 Checklist

Will your transportation component:

- ❒ provide information on community characteristics that will help local decision makers assess the current and future demand for transportation services?
- ❒ contain the physical characteristics information local decision makers need to assess the capacity of the existing transportation system?
- ❒ contain operating characteristics data that local decision makers need to identify problem areas?
- ❒ include a roadway functional map that accurately reflects both current conditions and future trends?
- ❒ describe the current level of service on major streets and highways and at major intersections?
- ❒ include an inventory of the parking available in the central business district and other important commercial areas?
- ❒ summarize the findings of the airport master plan and include airport safety zoning maps?
- ❒ provide the information needed to help local decision makers evaluate the need for public transportation services?
- ❒ identify those areas in the community where there is not safe pedestrian and bicycle access?
- ❒ provide information that helps local decision makers evaluate other transportation modes?

Chapter 3 Checklist

In developing transportation policies, did your city or county:

- ❒ involve the public in policy development?
- ❒ adopt policies specific enough for decision makers to apply in practice?
- ❒ adopt policies specific enough to support selection of implementation strategies?
- ❒ adopt policies tailored to your city or county?

Do the policies in your transportation component:

- ❒ provide adequate support for the adoption of design standards?
- ❒ effectively use functional classification for access management, level of service, corridor preservation, prioritizing improvements and maintenance, and other tasks?
- ❒ set level-of-service standards for major streets under your jurisdiction?
- ❒ provide adequate basis for access management?
- ❒ identify major transportation corridors and techniques, including the official map, that will help preserve the corridors for future use?
- ❒ identify needed improvements and provide a basis for more detailed capital-facilities planning efforts?
- ❒ establish road-maintenance standards?
- ❒ assign responsibility for the maintenance of roads in new developments?
- ❒ provide an adequate basis for off-street parking requirements?
- ❒ provide an adequate basis for airport safety zoning?
- ❒ address the need for public transportation?
- ❒ address bicycling and walking as forms of transportation?
- ❒ address the transportation needs of specific neighborhoods, as necessary?

Chapter 4 Checklist

Do your implementation strategies call for:

- ❒ adoption of street or highway design standards?
- ❒ adoption of an ordinance that regulates approaches to public roads?
- ❒ adoption of an ordinance that regulates use of public rights-of -way by utilities and other encroachments?
- ❒ use of zoning to guide different land uses to locations where they will be well served by the local transportation system?
- ❒ airport safety zoning?
- ❒ use of subdivision regulations to ensure that new developments comply with the transportation policies of your comprehensive plan?
- ❒ development, adoption, and active use of a capital-improvements program (CIP)?
- ❒ public education?

Chapter 5 Checklist

Does the transportation component of your comprehensive plan:

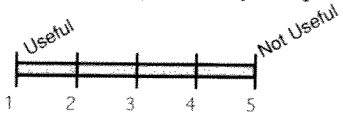
- ❒ consider the interrelationships between land use and transportation?
- ❒ make sure that economic-development initiatives are supported by adequate transportation facilities?
- ❒ show how the transportation needs of existing and proposed public facilities will be fulfilled?
- ❒ discuss how facilities, including schools, will be sited to avoid conflicts with major streets and highways?
- ❒ reflect coordination with school district(s) in planning school facilities and transportation routes for transporting students?
- ❒ use the natural resources, hazardous areas, and special sites components of the comprehensive plan as a basis for evaluating the environmental impacts of transportation improvements?
- ❒ reflect your city or county's involvement in multi-jurisdictional transportation planning efforts?

APPENDIX F - EVALUATION

APPENDIX F - Evaluation

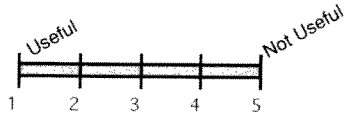
The Idaho Transportation Department would like to know if you found *Transportation In Your Local Comprehensive Plan* to be a helpful resource for your local planning efforts. Please take a moment to complete this evaluation form and return it to: ITD District 5 Senior Transportation Planner, P.O. Box 4700, Pocatello, ID 83205-4700.

A. Did this document help answer your questions about how to prepare the transportation component of a local comprehensive plan? Please give the document an overall rating on a scale of 1 to 5 (circle the number that best represents your evaluation). We would appreciate your providing comments as well.

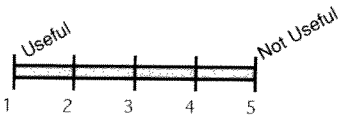


B. Please rate each main chapter (circle the number that best represents your evaluation). We would welcome comments explaining your choices.

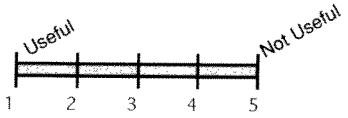
Introduction



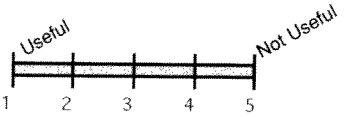
1 - Getting Organized



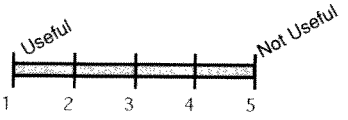
2 - Collecting and Analyzing Information



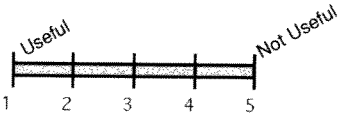
3 - Developing Transportation Policies



4 - Developing Implementation Strategies



5 - Coordinating With Other Plan Components



3. If you did not find this document to be helpful, ITD would like to know why. Check as many of these possible reasons as apply.

____ It was too long.
____ It was too short.
____ It was too technical or too detailed.
____ It was not technical or detailed enough.

Other reasons: _____

_____

4. Are you (check one):

____ a local elected official?
____ a local planning staff member?
____ other? _____
____ a planning and zoning commission member?
____ a local engineering or public works staff member?

Thank You for Your Thoughts!